The Bombay Gazette.

No. 7,247.—New Series. BOMBAY :—FRIDAY, JUNE 4, 1869. Annual Subscription in Advance ... Rupees Fifty-two.

THE BOMBAY GAZETTE.

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For year in advance delivered in Town	Rs. 52 0
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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Asia," 1,579 Tons, 250 H. P., Commander J. Paterson, will be despatched on Tuesday the 8th June at noon.

	June.		June.
Leave Bombay	8	Leave Madras	20
„ Carwar	10	„ Coconada	23
„ Vizagapatam	12	„ Bimlipatam	24
„ Tuticorin	14	„ Gopalpore	25
„ Colombo	15	„ False Point	26
„ Galle	15	Arrive Calcutta	27
„ Negapatam	17		
„ Pondicherry	18		

During the S. W. Monsoon, viz., from the beginning of June to end of August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin; but passengers for these ports and the Neilgherries may be landed at Naraikal, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

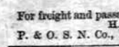
THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

Up.	June.	Down.	July.
Leave Bombay	12	Leave Bussorah	2
„ Kurrachee	16	„ Fao	3
„ Guadur	17	„ Bushire	6
„ Muscat	20	„ Linga	8
„ Bunder Abbas	22	„ Bunder Abbas	10
„ Linga	23	„ Muscat	12
„ Bushire	26	„ Guadur	14
„ Fao	27	„ Kurrachee	17
Arrive Bussorah	28	Arrive Bombay	29

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday, at 4 P. M.

The steam-ship "Mastabun," 515 Tons, 110 H. P., Commander W. A. Hibbert, will be despatched on Saturday, the 5th June, at 4 P.M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

EXTRA STEAMER TO CHINA.

THE P. & O. S. N. Company will despatch the Steam Ship "Orissa," (1,646 Tons, and 300 H. P.) Captain W. D. Anderson, to Hongkong, on Saturday, 5th June, calling at Galle, and Singapore.

For freight and passage apply to

H. S. BOSTOCK, Acting Superintendent.

P. & O. S. N. Co., Bombay, 31st May, 1869.

FOR LONDON via HAVRE.

(With quick despatch.)

THE iron clipper ship "Pembroke Castle," 1,171 tons register, S. Ogilvie, Commander. For freight or passage apply to W. NICOL & Co.,

Agents ship "Pembroke Castle."

Bombay, 11th May, 1869.

SUEZ CANAL.—The undersigned are authorised to book Goods through the Canal from Suez to Port Said.

Trains of Goods Lighters leave Suez every five days, arriving at Port Said about four days later.

Goods conveyed direct from the Steamers in Suez Roads to the Steamers in Port Said Harbour without landing.

Rate per ton of 1,000 kilogrammes for.....£9

The Passenger Boats from Suez to Ismailia have been discontinued until the opening of the entire Maritime Canal.

Homeward Passengers desirous of visiting the Canal must proceed from Suez by the New Railway to Ismailia, whence the journey by the Maritime Canal to Port Said occupies about 14 hours and the fare is 20 fcs.

For all information respecting Steamers calling at Port Said, or other matters connected with the Canal, apply to

BLACKWELL & Co.,

Transit Agents of the Suez Canal Company.

NOTICE.—Consignees of cargo per ship "Medea," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co., Agents of ship "Medea."

Bombay, 31st May, 1869.

NOTICE.—Consignees of cargo per ship "British Admiral," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,

Agents of ship "British Admiral."

Bombay, 31st May, 1869.

NOTICE.—Consignees of cargo per ship "Hindostan," W. White, Master, from London, are requested to send off boats alongside the ship to receive delivery of their goods, otherwise the same will be landed as they come to hand at the risk and expense of the concerned.

Captain White will not be responsible for the condition of any package after it leaves the ship's deck.

FINLAY, SCOTT, & Co.

31st May, 1869.

NOTICES.

MUSICAL BOXES, REPELLENTLY, CLOCKS.—Our stock has been replenished, and offers the most complete assortment desirable.

FAVRE, LEUBA, & Co.

WARRANTED WATCHES.—All Gold and Silver Watches of every description and size manufactured by us, and fitted with the latest improvements, are warranted to purchasers for the term of 1, 2, or 3 years.

FAVRE, LEUBA, & Co.

KEYLESS WATCHES.—For which the undersigned have also obtained the only first class Prize Medal at the Broach Exhibition. This watch is pronounced by competent judges to be the most practical and best time-keeper ever produced.

FAVRE, LEUBA, & Co.

RS. 50 SILVER WATCH.—The only first class Prize Medal was obtained by the undersigned at the late Broach Exhibition for this Watch: its durability and excellent way of keeping time cannot be surpassed at the price.

FAVRE, LEUBA, & Co.

SELLING OFF

AT A REDUCTION OF 15 PER CENT.

ENGLISH AND COUNTRY MADE TABLE-LINEN OF THE FOLLOWING SIZES:

BEST ENGLISH DAMASK TABLE CLOTHS.			BEST COUNTRY MADE TABLE CLOTHS, Damask Pattern.		
3 by 3	at Rs. 4 0	each.	7 by 7	at Rs. 10 0	each.
4 „ 4	„ 5 8	„	8 „ 8	„ 14 0	„
5 „ 5	„ 4 0	„	8 „ 10	„ 18 0	„
5 „ 6	„ 7 0	„	9 „ 11½	„ 16 0	„
5½ „ 6	„ 4 8	„	8 „ 12	„ 20 0	„
6 „ 6	„ 9 0	„	8 „ 15	„ 24 0	„
7½ „ 7½	„ 15 0	„	8 „ 20	„ 32 0	„
7½ „ 7½	„ 15 0	„	10 „ 10	„ 18 0	„
7½ „ 10	„ 18 0 to 21	„	Diamond Pattern.		
7 „ 17½	„ 33 0	„	4 by 6	at Rs. 4 8	each.
9 „ 10	„ 28 0	„	4 „ 9	„ 15 0	„
9 „ 10½	„ 26 0	„	6 „ 6	„ 7 0	„
TOWELS.			6½ „ 6½	„ 8 0	„
6 by 32" at Rs. 15 0 per doz.			6½ „ 12	„ 15 0	„
			7½ „ 10½	„ 13 0	„
			7½ „ 7½	„ 10 6	„
			7½ „ 12	„ 17 0	„
			7½ „ 22	„ 12 0	„
			7½ „ 10	„ 12 0	„
			7½ „ 10½	„ 13 6	„
			7½ „ 19	„ 14 0	„

COUNTRY MADE NAPKINS.

Damask Pattern.		Diamond Pattern.		
24 ins. square at Rs. 9 0 per doz.		24 ins. square at Rs. 7 8 per doz.		
20 „ „ „	6 8 „	20 „ „ „	5 0	„
		18 „ „ „	4 0	„

TOWELS.

35 by 50 inches at Rs. 20 per doz.
22 „ 45 „ „ 17 „
24 „ 34 „ „ 14 „

Also ENGLISH COUNTERPANES and FANCY TABLE-COVERS.

6, Hurnamun Street, Fort, J. NEUBERG.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £45, 2nd class £25. } Exclusive
To Trieste—1st class £64 10s., 2nd class £37 5s. } of Wines.

Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Toel, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship "Neera," 2,200 tons, Captain Hanscom, will be despatched probably on Wednesday, the 16th June.

STEARNS, HOBART, & Co.

NEW ADVERTISEMENTS.

GREAT INDIAN PENINSULA RAILWAY.—NOTICE.—A telegraph office has been opened at Kurrukgaum, between Sholapoor and Raichoor, for the receipt and despatch of messages.

JOHN STEWART,
Acting Telegraph Superintendent, Kurrukgaum.

ELPHINSTONE LAND and PRESS COMPANY (Limited).—SEVENTH CALL on NEW SHARES.—NOTICE.—A seventh call of Rupees Fifty per share on the new shares in the Company has this day been made payable to us, at the office of the Company, Elphinstone Circle, on 1st July, 1869.

By order of the Directors,
W. NICOL & Co.,
Bombay, 2nd June, 1869. Secretaries and Treasurers.

NOTICE.—Consignees of cargo per ship "Norah Greame," Taylor, Master, from Calcutta, are requested to pay freight and send bills of lading to the undersigned for counter-signature, as also to send off boats for their goods as they come to hand.

In cases where boats are not sent the goods will be landed at Consignee's risk and expense.

EDWARD BATES & Co.,
Bombay, 3rd June, 1869. Agents for Captain and Owners.

IMPORTANT NOTICE.—Being desirous of clearing out a large quantity of our Goods to make room for heavy shipments to arrive at the end of the rains, we are now offering the greater portion of our stock at a reduction of TWENTY PER CENT. for cash payment.

Intending purchasers will find this a favourable opportunity for selecting Goods at a low price. We shall be happy to furnish our illustrated catalogues free by post to any parts.

Rampart Row, Bombay. SOUNDY & Co.

THE JUSTICES of the PEACE for the CITY of BOMBAY.—I hereby give notice, that a Special General Meeting of the Justices of the Peace for the City of Bombay will be held in the Town Hall, on Wednesday, the 9th June, 1869, at 3 o'clock in the afternoon precisely, for the transaction of the following business:—

1. Letter from the Chief Secretary to Government, G. D., No. 1196, dated 8th May, 1869, being a reply to the letter from the Clerk of the Peace, No. 63, dated 15th ultimo, regarding the appointment of a Commission to inquire into the working of the Municipality since 1st July, 1865.

2. Letter from the Chief Secretary to Government, G. D., No. 959, dated 19th April, 1869, requesting to be informed whether the Justices will agree to contribute one half the cost of introducing the Contagious Diseases' Act into Bombay, in the event of its being found impossible to levy fees, &c.

3. Letter from A. R. Scoble, Esquire, Chairman of the Bench of Justices, dated 20th April, 1869, forwarding the Report of the Visiting Justices of the Bombay Goals for 1869.

4. Government Resolution, P. W. D., No. 1?2 A.—1220 of 1869, dated 12th May, 1869, respecting the arrears of Water Rates due by Government for Vehar Water supplied to Government Buildings up to 31st December, 1868.

5. Government Resolution, No. 946, of 17th April, 1869, assenting to allow Collector of State Income Tax to collect the Municipal Certificate Tax, under Act II. of 1869 at a charge of 5 per cent. on the receipts.

6. The Municipal Commissioner to report that the Assessing and Collecting Establishments have been entirely separated, and to ask the sanction of the Bench to the appointment of Mr. John Hutchinson as Assistant Commissioner and Assessor on Rs. 600 per annum.

7. Government Resolution, No. 872, of 10th April, 1869, with accompaniment from Government of India, stating that it is unnecessary to sanction the Fifteen Lakh Loan Bill, as the Government will lend the money at 5 per cent on certain conditions.

8. Extracts from the Proceedings of the Finance Committee, dated 6th January, 1869, received from the President under date 18th January, 1869.

C. E. STANGER LEATHES,
Clerk to the Justices of the Peace for the City of Bombay.
Bombay, Town Hall, 3rd June, 1869.

TO C. E. STANGER LEATHES, Esquire,

Clerk to the Justices of the Peace for the City of Bombay.

Sir,—I hereby give notice, that at the Special General Meeting of the Bench of Justices, advertised to be held on Friday the 28th instant, I shall propose the adoption of the following resolution:—

"That a Committee of the Bench of Justices be appointed to inquire and report upon matters connected with the working of the Municipality of Bombay from July 1865 to the present time:—

"1st. It appearing from statements laid by the Controller of Municipal Accounts before the Select Committee of the Legislative Council, appointed to consider and report on the Municipal Loan Bill, that the Municipal Commissioner had spent between 1st of July 1865 and 31st December 1868, a sum amounting to Rs. 17,92,586 (seventeen lacs, ninety-two thousand, five hundred and eighty-six) or thereabouts over and above the Municipal Revenues realized during the same period, and the Select Committee of the Legislative Council having remarked thereon that—'it is difficult to reconcile this large expenditure in excess of income with fulfilment of the provisions of the Municipal Act'—the Committee of the Bench to inquire and report on the particular instances in which the Municipal Act has thereby been infringed, distinguishing all cases in which such infringement was unavoidable from those for which no good reason can be assigned.

"2nd. To inquire what public works have been undertaken between July 1865 and the present time by the Municipal Commissioner without previously obtaining the sanction of the Bench of Justices and without submitting to them the estimates of costs, and also without asking the Bench to make due provision for the payment of such work.

"3rd. To inquire whether in addition to public works any other expenditure on a scale sufficient to affect the financial position of the Municipality, was incurred, between July 1865 and the present time, without the sanction of the Bench of Justices and without making due provision for the payment of the same.

"4th. With reference to the admission made by the Municipal Commissioner in his evidence before the Select Committee of the Legislative Council that the Municipality had to pay 25 per cent. more than the market value for labour and materials in 1867, owing to the practice of deferring payments, the Committee of the Bench to enquire whether or not this practice, resulting in considerable losses to the Municipality in 1867, or at any other period between July 1865 and the present time, arose from negligence on the part of the Municipal Commissioner, to comply with the provisions of the Municipal Act regarding the raising of necessary funds by consent of the Bench of Justices previous to undertaking any public work or other heavy expenditure.

"5th. If it be found that Municipal works were undertaken and funds or expenditure incurred without the sanction of the Bench, the Committee to report whether the Controller of Municipal Accounts has or has not fulfilled the duties imposed upon him by the Municipal Act in order to check such expenditure; and generally to inquire whether he has or has not effectually supervised the receipts and disbursements of the Municipal Fund according to the requirements of the Act.

"6th. The Municipal Commissioner having stated before the Select Committee of the Legislative Council, that a sum of Rs. 3,24,404 (three lacs twenty-four thousand four hundred and four) will probably be irrecoverable out of the out-standing Rates for 1867 and 1868, the Committee to ascertain whether the loss accruing to the Municipality in these two years is limited to the above sum or has been considerably more.

"7th. With reference to the Municipal Commissioner's Memorandum, dated the 28th November, 1868, on the subject of the Outstanding Balances of the Municipality submitted to the Select Committee of the Legislative Council, the Committee of the Bench to inquire whether the accumulation of Outstanding Balances due to any defect in the Municipal Acts as alleged by the Municipal Commissioner, or whether it had been caused chiefly by inefficient supervision or negligence on the part of the Municipal Commissioner.

"8th. To inquire whether between July 1865 and the present time, any and what losses have been incurred by the Municipality through defalcations or misappropriation on the part of Municipal servants employed in the Assessment and Collection Departments.

"9th. Whether any books or accounts exist in the Office of the Municipal Commissioner showing the levy of the Halalcore Cess for the year 1866, and whether from the want of such books or accounts, a *prima facie* case exists for supposing that large sums of money on this account have been made away with."

In the event of the abovementioned resolution being carried, I propose to submit to the Bench the names of the members constituting the Committee, with a proposal that each member be allowed a fee of Rs. 30 (thirty) per hour for his services, and that the Committee be authorised to engage such paid assistance as they may consider necessary for the purposes of the inquiry.

—I have the honour to be, Sir, your most obedient servant,

Bombay, 22nd May, 1869. S. SHAPOORJEE.

TO THE CLERK OF THE PEACE.

Sir,—I have the honour to forward original letter received this day from the Bombay Gas Company, Limited.

I shall propose, at the Special General Meeting on the 28th instant, that the Municipal Commissioner be authorised to enter into a Contract with the Gas Company on the basis of the Secretary's letter of the 30th April last, reporting details through the Finance Committee for the information of the Bench.—Your obedient servant,

ARTHUR CRAWFORD.

22nd May, 1869.

C. E. STANGER LEATHES, Esquire.

Sir,—I have the honour, as required by the Municipal Act II. of 1865, to notify that it is my intention at the next meeting of the Justices to move the following resolutions:—

I. That looking to the evidences of disorganization in the existing Municipal administration; to the painful and deplorable scandals connected therewith; and to the notorious pecuniary embarrassments of the Municipality; the conviction is inevitable that the present state of the Municipal affairs of Bombay is discreditable, and demands prompt and vigorous correction.

II. That theoretical errors in legislation and defects in the Municipal constitution—whatever they may be, and however deserving they may be of correction—cannot bear the burden of the wrong-doing of the last four years; and that such wrong-doing must be held to be chiefly due to faults and failures by executive officers.

III. That though a searching enquiry which it is hoped will soon be in progress is certainly desirable for the purpose of ascertaining the exact extent of past mal-administration, and of determining, if possible, individual responsibility for past misconduct—there is already ample evidence to justify the conclusion that the Municipal Commissioner and the Controller of Accounts have hitherto exercised, with a lamentable want of judgment, and with disastrous results, the powers committed to them, and have usurped an authority which they were not entitled to exercise.

IV. That the present state of the Municipal affairs of this city demands more than a mere correction of theoretical errors and constitutional defects; and that Government be therefore respectfully requested to give effect, as early as possible, to the following practical suggestion, namely, the retirement from the service of Municipality to the service of Government of the two gentlemen who now occupy the appointments of Municipal Commissioner and Controller of Municipal Accounts; gentlemen who, it is believed, have served Government in various capacities with credit to themselves and advantage to the State; who, it is hoped, may again be permitted to occupy suitable spheres of usefulness under Government, but who, the Justices are constrained to record, have signally failed to give satisfaction in the discharge of the unaccustomed duties to which they were called in 1865.—I have the honour to be, Sir, your most obedient servant,

Bombay, 29th May, 1869. E. PRATT.

ENGLISH and EUROPEAN NEWS,

"THE MAIL,"

A Paper containing the News, the principal Leaders, a well-digested Summary, and all interesting matter from the "Times," and is thus rendered available in a cheap form, for persons residing abroad or in the Colonies.

The days of publication are Tuesdays and Fridays in the afternoon, and the price is 2d. per copy.

Subscribers can obtain "THE MAIL" through Newspaper Agents, or may have it from the Publisher, on prepayment at Printing House Square, London.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co.,
WINE MERCHANTS,
TO
HER MAJESTY THE QUEEN
AND
HIS ROYAL HIGHNESS THE PRINCE OF WALES.

DEAN LANE—BOMBAY.
Established in Bombay in the Year 1842, and in London and Bordeaux 1815.

LONDON HOUSES { Wholesale and for Export only—Tower Bonded Vaults, Retail—Charing Cross Railway Arches.
BORDEAUX HOUSE { Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN

China, Calcutta, Madras,	Colombo, Karrachee, New York,	New Zealand, Manilla, New Orleans.	

WE respectfully solicit a continuance of the commands of MESSES, GENERAL MERCHANTS, and EUROPEAN RESIDENTS of WESTERN INDIA, to whom from the extensive nature of our business, we can offer better terms and better value than any other House in Bombay.

Being IMPORTERS on the LONDON and BORDEAUX Markets, we are, of necessity, in the most favourable position to supply the public with genuine Wines and Spirits on favourable terms, and from our experience, derived from over FIFTY YEARS' trading in them, we confidently assert our ability to please all tastes, and we solicit comparison with competitors' Brands at our quotations.

We subjoin our LIST OF SELECTED WINES for this market, and beg to intimate—

1st. That we cannot execute orders for less than 1 dozen quarts, or 2 dozen pints of either one of them, Liqueurs excepted: these in not less quantities than ½ dozen pints or quarts.

2nd. That our Wines and Spirits are procurable from every respectable General Shopkeeper in Bombay and at Out-stations; they, however, fix their own selling prices for them.

3rd. That our quotations are for delivery from our Godowns, where full examination of all Still Wines prior to delivery is allowed, but we do not take the risk of subsequent breakage.

4th. That our advertised quotations for all Sparkling Wines do not provide for the rejection of ullaged or broken bottles likely to be found in Cases, on arrival, after a long sea Voyage. We guarantee each Case to contain its full complement of sound Bottles at time of shipment, but cannot guarantee loss arising from atmospheric or climatic influences; we take this risk by adding Rs. 4 per dozen quarts, and Rs. 2½ per dozen pints to our quotations.

Our Sparkling Wines are not to be equalled at our quotations; we invite comparison.

CLARETS.
(Our own Brand and Shipping.)

	Qts. per doz.	Pts. per doz.
A 1—Chateau Latour or Mouton. Gold Capsule, Labelled & Branded	Rs. 32 0	Rs. 16 0
Chateau Rauzan, Black capsule,	„ 25 0	„ 14 0
Chateau Leoville, Blue capsule,	„ 22 0	„ 12 0
Chateau Palmer, Blue capsule,	„ 22 0	„ —
Chateau Labose, Yellow capsule,	„ 18 8	„ 10 8
St. Julien, Green capsule,	„ 17 0	„ 10 0
Medoc, Red capsule	„ 15 8	„ 9 0
Medoc, White capsule,	„ 13 8	„ —
Sauterne, Red capsule,	„ 22 0	„ —

BURGUNDIES—RED AND WHITE.
(Very Choice—Our own Brand and Shipping.)

Chambertin, Labelled and Branded	Rs. 32 0	Rs. 17 0
Nuits, ditto	„ 26 0	
Macon, ditto	„ 21 0	
Charlis, ditto	„ 22 0	

CHAMPAGNES.
The finest DRY CHAMPAGNES that can be shipped.
(Our own Brand and Shipping.)

Magnums, Finest Dry	Labelled	Rs. 74 0
Finest Dry Sparkling, Gold Foil,	„	„ 36 0 Rs. 19 8
Fine Sparkling, Silver Foil	„	„ 32 0 „ 17 8
Good Sparkling, for Ball purposes	Silver Foil	„ 27 0 „ 14 8

GERMAN WINES.
(Our own Brand and Shipping.)

Finest Hock and Moselle, Gold foil, Labelled and Branded	Rs. 32 0 to 15 0
Sparkling Hock and Muscatel Moselle, Silver foil	„ 32 „ 17 8
Moselle, Still, Marcobrunner	„ 24 „ —
„ Braunberger	„ 25 „ —
Hock, „ Johannisberger	„ 42 „ —
„ „ Forster Traminer	„ 32 „ —
„ „ Rudesheimer	„ 26 „ —
„ „ Hochheimer	„ 23 „ —

SHERRIES.
Specially selected for tropical consumption.
(Our own Brand.)

Amontillado, very choice and superior	Rs. 32 0
Amoroso, very choice, full flavoured, soft, pale	„ 28 0
Sherry, Green seal, full bodied, light gold colour, nutty and dry	„ 22 0
do. Blue seal, very pale and dry and delicate	„ 22 0
do. Brown seal, pale dry and delicate	„ 22 0
do. Yellow seal, pale and dry, an excellent Dinner Wine	„ 18 8
do. White seal, ordinary Dinner Wine	„ 15 0
Marsala, Virgin Pale	„ 15 8
Madeira, East India (one voyage) very choice	„ 33 0

PORTS.
(Our own Brand.)

	Qts.	Pts.
A 1 Gold seal, an Invalid's Wine, full and fruity. Trade mark	Rs. 30 0	—
Black seal, a Dessert Wine—mature	„ 24 0	Rs. 14 0
Red seal—a good quality Wine	„ 18 0	—

SPIRITS.

The undermentioned Spirits of our own Shipping and Brand are protected by Patent Trade Mark Capsules and Labels. These Labels were in shape (Heart shape) originated by us in 1842, and have since been continuously affixed to all Bottles containing our well-known Cognacs. Some of our competitors have recently introduced totally distinct quality Cognacs with same shaped Labels and distinguishing Seals. Healthy competition we invite, but fraudulent imitations we think it right to expose:—

Cognac, superior, very old Pale Black capsule	Rs. 32
Cognac, superior, Old Pale Yellow capsule	„ 25
Cognac, Pale, White capsule	„ 22
Rum, Superior Old Jamaica, 1st quality Do.	„ 22
Gin, London Old Tom, 1st quality Do.	„ 21
Whisky, 1st quality, Irish Do.	„ 23
„ Scotch... Do.	„ 21
Geneva, in flasks (1 dozen in a case) Do.	„ 21

LIQUEURS,
OF THE BEST MANUFACTURERS.
The finest: cheap French imitations we do not ship.

	Qts.	Pts.
Curacao, finest; Amsterdam, Orange or White	Rs. 40	Rs. 22 0
Maraschino di Zara,	„ 40	„ 22 0
Cherry Brandy, best Copenhagen	„ 30	„ 16 0
Orange Bitters (the best)	„ 20	„ —

We take shipping orders for wines in wood.

CLARETS, at from £10 (advancing £5 per Hhd.) to £100 in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.

COGNACS, and other Spirits according to age at per Gallon.

TERMS.

To private Customers we allow 5 per cent. discount off our published quotations for payments made within a month from purchase.

Three months' credit allowed to approved parties, without discount.

INTEREST will be charged at 10 per cent. per annum beyond three months.

MESSES, on comparing our quotations with London invoices (taking care to add thereto all charges for Agency, Freight, Duty, &c.), will find that Wine, &c., can be supplied them as economically from our Bombay Godowns, as from London houses direct, while our Stocks afford much choice for selection.

TRADERS buying over 30 dozen at any one time are allowed very liberal discount and credit.

WE are empowered to receive indents for Carriages of every description from the Manufacturers by special appointment to the Queen, H.R.H. the Prince of Wales, and H. R. H. the Duke of Cambridge, Commander-in-Chief.

Particulars and illustrations of the above can be obtained at our Offices in Dean Lane, Bombay.

CUTLER, PALMER, & Co.

CHATEAU PALMER.—The undersigned have now received their first supply of this excellent Claret which they have protected by their Trade Mark.

Chateau Palmer is a highly esteemed Bordeaux in Europe. Price Rs. 22 per dozen.

CUTLER, PALMER, & Co.

CHARLES TOVEY and SON,
SOUTHWARK STREET, LONDON, S. E.

The Agents for the above firm have the pleasure to announce the arrival ex "Gaulois" and "Courier de Bombay" of first shipments of Charles Tovey's Champagnes quoted as follows:—

Ay	...	Rs. 26
Extra dry Sillery Royal	...	„ 36
Royal Bouzy	...	„ 40
Verzenay Imperial	...	„ 50

CHAMPAGNE IN HALF PINTS.

Ay, per case of 4 dozens	...	31
Royal Bouzy do. (very dry)	...	50

Attention is requested to the following.

Clarets.—C. T.'s Médoc ordinaire	...	15
„ St. Estephe (2. B.)	...	20
Charles Tovey's § !	...	40
Sauterne	...	25
Burgundies.—Beaune	...	30
Chablis	...	30
Pouilly Blanc	...	25
Sparkling Moselle.—Muscat Moselle	...	36
Sherries.—Pale dry dinner	...	24
Choice Amontillado	...	28
Choicest Solera	...	40
Cognac Brandy.—Charles Tovey's § !	...	32

Pints of most of the above at Rs. 2 per 2 dozen Case extra.

OWEN and OKELL, Bombay,
Agents for Charles Tovey and Son.

Agents for Bengal—Messrs. Turner, Morrison, and Co., Calcutta.

WINES, SPIRITS, BEER, &c.

PAYNE and COMPANY.
BOMBAY BRANCH.

WINES IN WOOD.

Particular attention is requested to our Wines in Wood; Messes, Clubs, and the Trade will find it far more economical in consumption to indent upon our stock of these Wines as there are many advantages that the Consumer and Trader derive by laying in a stock of Bulk Wines.

1st.—A Wine thus selected and bottled is secured at a much lower figure than if bought by single dozens.

2nd.—The Wine, imported in bulk, by a sea voyage improves in character and quality.

3rd.—It is a satisfaction to the consumer to know that he has a wine in his Cellar of uniform quality and one that will improve by keeping.

The following Wines, landed from the "British Sovereign" and "Dilbhur," are now in our Godowns, and we shall be happy to see our friends respecting them.

SHERRIES.

No. 1 A.	per Butt of 108 gals.	Rs. 650		
No. 2 B.	Do.	Do.	„	780
No. 3 C.	Do.	Do.	„	850
No. 4 D.	Do.	Do.	„	900
No. 5 E.	Dg.	Do.	„	1000
No. 6 F.	Do.	Do.	„	1400

In Hhds No. 3 and No. 5 Rs. 450 and 550 respectively.

PORTS.

1.	per pipe	115 Gals.	Rs. 750
2.	do.	„	900
3.	do.	„	1,400

BEER.

Bass's quarts, pints, and Imperial pints.
Rs. 6 per dozen quarts.
„ 5 do. imperial pints.
„ 4 do. pints.

N. B.—The trade supplied on liberal terms.

Guinness's Stout
„ „ „ „
Kilderkins, (18 gals.) Season 1869-70, first batch of the new season's Beer.

Beer in Hhds. of season 1869-70. Messes and the Trade should register their orders early if they desired delivery from the first shipments of the season.

WINE LIST.

SHERRIES.

The whole of our Sherries are imported by us direct from Xerez; the following are the Brands we have always in stock:—

Credit.	Mark.	Seal.	Quality & Peculiarity	Cash.
20 0	B	Red	A pale full flavoured Dinner or Luncheon Wine	18 0
20 0	A	Red	Similar quality as above, but much drier	18 0
26 0	C	Red	A Pale, rich flavoured Wine, fine Aroma, particularly suitable as a Dinner Wine	23 0
27 0	1	White	Pale, delicate and nutty Wine possessing great delicacy of flavour, and recommended as a good Dessert Wine	24 0
30 0	2	White	Old natural pale dry Wine extremely delicate and fine, and very dry, quite the Amontillado character	27 0
32 0	3	White	Ditto, ditto, also very dry	29 0
33 0	4	White	Vino de Pasto, a Wine well known at all the best West-end Clubs in London; a choice, old, delicate, pale and dry Wine	30 0
33 0			Amontillado, very pale, delicate flavour, very dry and full of aroma. We offer it to the connoisseur who can appreciate the characteristics of a fine Amontillado; very old.	30 0
36 0			Manzanilla, a pale, old, and elegant Wine, very choice. We offer it to those who can appreciate the extremely delicate flavour and dryness peculiar to this Wine; it will be found an excellent tonic, and invalids may drink it with perfect safety	32 0

MADEIRA.

Madeira, fine old choice East India Madeira, full flavoured and good bouquet. We offer it to the connoisseur who can appreciate the character of this Wine, 9 years in bottle	45 0	

PORT.

Imported direct from Oporto, where our Reserves are held they are the sole produce of the Upper Douro.

Credit.		Cash.
18 0	(One Grape,) a full bodied fruity Wine	16 0
24 0	(Two Grapes,) a superb full flavoured Wine, very mellow, a good After-Dinner Wine	21 0
30 0	(Three Grapes,) a fine Invalid Port, it possesses a Burgundy flavour with a fine bouquet and good body	27 0

CHAMPAGNE.

Our Reserves are held at Epernay, Rheims, and Ayizes.

38 0	Epernay, a pale, light dry Wine, suitable for Tiffin, or Evening Parties, and will make a good cup	28 0
39 0	Light Dry Sillery, more body and a rich flavour of the Epernay grape. A good wholesome Wine	35 0
39 0	Grand Vin D'Ay—Payne & Co.'s Epernay, a pale straw colored, good bouquet, and very mellow and dry	35 0
*42 0	Silver Neck, with * (star),—a pale elegant Wine, from the vineyards of Rheims—brand, Payne & Co., Rheims	38 0
*41 0	Gold Neck, with * (star)—brand, Payne & Co., Rheims, same quality as above, but extra dry...	38 0
*42 0	Gold Neck, No. 2, 1864 vintage, very luscious and dry, a good Dinner Wine	39 0

COMMERCIAL INTELLIGENCE.

CALCUTTA—29TH MAY, 1869.

Government Securities.—Very little business was reported in 4 per cents. for cash at Rs. 5-8 and 5-10 discount; but considerable amounts sold at the time-bargain contracts, at Rs. 5-10, 5-11 and 5-12 discounts for delivery in 30, 40 and 45 days. A purchase of 5 per cents. of 1855-57 was made at Rs. 9-4 premium.

The only transaction reported in shares was of 4 Bank of Bengal shares at Rs. 1,930 each.—*Englishman.*

MILITARY.

ARRIVALS.—JUNE 3.

Joyce, Lieutenant, 14th Royal Artillery, on leave, from Ahmednabad.

Forbes, Brigadier General, Staff, on privilege leave, from Matheran.

Aitken, Colonel, Inspector General of Ordnance, from Poona.

DEPARTURES.—JUNE 3.

Joyce, Lieutenant, 14th Royal Artillery, on leave, to Poona.

Forbes, Brigadier General, Staff, on leave, to Ahmednuggur.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 2nd June, 1869.

Clauses I and II of G. O. C. No. 463 of 18th May 1869 are cancelled.

Barrack Serjeant O. Hallohan will join the Barrack Department, Poona, pending his discharge.

Private W. A. H. Barnes is appointed an acting Barrack Serjeant at Poona, vice Gargraves, transferred to Sattara.

The following transfer is authorised:—No. 1801 Private Gunda Sing, from 5th Regiment N. L. I. to 1st Grenadier Regiment N. I.

The undermentioned officers have obtained leave of absence:—

Lieutenant Colonel T. B. Gibbard, 18th Brigade Royal Artillery, from 6th July 1869 to 6th October 1869, in extension, on private affairs.

Lieutenant W. H. F. Sorell, 18th Brigade Royal Artillery, from 1st June 1869 to 12th June 1869, in extension, to remain at Mahableshwur, on medical certificate.

Lieutenant A. R. T. McRae, Quartermaster 8th N. I., General List, from 3rd April 1869 to 2nd July 1869, on private affairs.

Ensign J. Humfrey, 2nd Squadron Subaltern 3rd Light Cavalry, 45th Foot, from 1st June 1869 to 10th June 1869, in extension, to remain at Mahabaleshwur, on medical certificate.

His Excellency the Commander-in-Chief has been pleased to grant leave of absence as follows:—

Captain and Brevet-Major J. M. C. Campbell, 14th Brigade Royal Artillery, from date of embarkation to England via Egypt, to appear before a medical board.

GENERAL ORDERS BY THE GOVERNMENT OF BOMBAY.

(Bombay Government Gazette, June 3.)

MILITARY DEPARTMENT.

Assistant Surgeon J. Flolliott, Superintendent of Vaccination in Sind, is allowed furlough to Europe for eighteen months on medical certificate, under Rule 15 of the Furlough Regulations of 1868, and under the provisions of G. O. C. No. 392, dated 22nd April 1865.

Lieutenant J. C. Doveton, Madras Staff Corps, Conservator of Forests, Central Provinces, is allowed furlough to Europe for twenty months on medical certificate, under the Furlough Regulations of 1868.

The following arrangements are ordered in the Quartermaster General's Department, to fill vacancies:—

Major Pottinger, Deputy Assistant Quartermaster General, to act as Assistant Quartermaster General until further orders, vice Campbell, proceeded on furlough to Europe. 24th March 1869.

Captain Sexton, who reverted to Deputy Assistant Quartermaster General on the return of Lieutenant Colonel Balfargie from furlough to Europe on the 27th March 1869, to act as Assistant Quartermaster General until further orders on the departure of Major Mallaby on sick certificate to Europe.

Captain T. G. Watts, Staff Corps, is appointed to act as Deputy Assistant Quartermaster General, from the 28th April 1869 until further orders, vice Captain F. S. Iredell, resigned his acting appointment.

Lieutenant (Local Captain) Frederick Thomas Humfrey, 40th Foot, Wing Subaltern 29th Regt. N. I., having applied for admission to the Staff Corps, under the provisions of paragraph 5 of G. O. G. I. No. 531, dated 27th June 1864, is appointed to the Bombay Staff Corps, from the 16th May 1868, subject to the approval of Her Majesty's Secretary of State for India.

Captain DeLacy McD. Gleig, of the Invalid Establishment, is allowed furlough to Europe for eighteen months on medical certificate, under the Furlough Regulations of 1796.

Deputy Assistant Commissary J. Henderson, of the Commissariat Department, is allowed furlough to Europe for 1 year and 189 days, on private affairs.

The arrangements in the Commissariat Department, notified in G. O. No. 392, dated 21st May, are to have effect from the 21st and not 1st May, as stated in that Order.

The furlough to Europe granted by G. O. No. 211, dated 17th March 1869, to Captain C. E. Fisher, Staff Corps, is to commence from 5th May 1869.

Staff Veterinary Surgeon A. J. Peett is allowed furlough to Europe for two years, on medical certificate, under Rule 15th of the Furlough Regulations of 1868, and under the provisions of G. O. C. No. 392, dated 22nd April 1865.

Lieutenant Colonel W. S. Jones, Staff Corps, held charge of the office of Executive Engineer, Ahmednuggur, from 14th to 19th February 1869.

Captain T. Kettlewell, Staff Corps, Officiating Wing Subaltern 1st Grenadier Regiment N. I., performed the duties of Assistant Quartermaster General, Belgaum Brigade, in addition to his own, from the 10th to the 17th May 1869.

The following Order is confirmed:—Aden Brigade Order, dated 24th April 1869, directing Colonel D. Watson, 2nd Regiment, to assume Command of the Brigade, vice Major General Sir E. L. Russell, K. C. S. I., proceeding on leave.

JUDICIAL DEPARTMENT.

Under the provisions of Section 35 of Act XI. of 1865, [illegible] Council is pleased to appoint Registrar of the [illegible] of Legal Affairs, [illegible] appointment as [illegible] muktdar of Kalole, [illegible] ordinate Magistrate [illegible] District.

Messrs. J. S. White and A. R. Scoble respectively delivered over and received charge of the Office of Remembrancer of Legal Affairs on the 1st instant.

Under the provisions of Section III. of Act II. of 1869, the Right Honourable the Governor in Council is pleased to appoint Major General Phillip Keary McGregor Skinner, C.B., Acting Resident at Aden, to act as a Justice of the Peace within and for the territories subject to the Government of Bombay.

Captain T. E. Britten, Magistrate F. P. in the Khandeish District, is invested with the powers contemplated in Act XIII. of 1859 in that District.

Row Bahadoor Bhaskur Damodhur to act until further orders as 4th Judge of the Court of Small Causes at Bombay, vice Row Bahadoor Moroba Canoba.

Row Bahadoor Mudon Shreekrishna to act until further orders as Subordinate Judge of the 1st Class at Poona, vice Row Bahadoor Bhaskur Damodhur.

REVENUE DEPARTMENT.

Mr. G. F. Sheppard to act as Collector and Magistrate of Canara, during the absence on leave of Mr. J. Elphinston.

Mr. Vishnoo Moreshwur conducted the duties of Second Assistant Collector of Tanna from 11th October to 9th November 1868, both days inclusive.

Mr. J. King, Civil Service, having returned to the Presidency on the 8th May, the unexpired portion of the furlough for one year granted him from 29th December 1867 and extended to six months more by the Secretary of State, is cancelled.

GENERAL DEPARTMENT.

Sub-Assistant Surgeon P. M. Baptista, L.M., has been permitted to resign the Government Service from the 21st April last.

PUBLIC WORKS DEPARTMENT.

The services of Lieutenant J. L. L. Morant, R.E., are replaced at the disposal of the Government of Fort St. George.

NOTIFICATION BY THE COMMISSIONER IN SIND.

Mr. R. Giles, Supernumerary Assistant Settlement Officer Right Bank Districts, has passed an examination in the Sindee language, according to the Lower Standard.

NOTIFICATION BY THE SURVEY AND SETTLEMENT COMMISSIONER, S. D. AND H. A. D.

Lieutenant F. Plummer, Assistant Superintendent Revenue Survey and Assessment H. A. D., is allowed privilege leave of absence, for one month, from the 15th current to the 15th proximo.

GENERAL ORDERS BY THE GOVERNMENT OF INDIA.

(*Gazette of India*, May 29.)

HOME DEPARTMENT.

Assistant Surgeon E. A. Trimnell, attached to the Right Wing of the 8th Regiment, Madras Native Infantry, to be in charge of the Sudder Jail and Civil establishments at Mercara, in Coorg, from the date of his assuming charge of the Wing at that station.

The Governor General in Council is pleased to sanction the following temporary promotions, in the Police Department of the Central Provinces, with effect from the date on which Captain S. S. Sutherland availed himself of furlough:—

Major C. S. B. Walton, Officiating District Superintendent, 3rd Grade, to officiate as District Superintendent, 2nd Grade.

Mr. J. C. Duff, District Superintendent, 4th Grade, to officiate as District Superintendent, 3rd Grade.

Lieutenant O. M. Bradshaw, Officiating District Superintendent, 5th Grade, to officiate as District Superintendent, 4th Grade.

Rae Debeeprashad, Assistant District Superintendent, 1st Grade, to officiate as District Superintendent, 5th Grade.

Messrs. W. C. Rossenrode and George Shelverton, Assistant Surveyors, 1st Grade, in the Great Trigonometrical Survey of India, are promoted to the rank of Surveyors of the 3rd Grade, with effect from the 1st April.

Lieutenant M. W. Rogers, R.E., Assistant Surveyor of the 1st Grade, in the Great Trigonometrical Survey of India, has been granted privilege leave for three months, with effect from the date on which he may avail himself of the same.

The services of the Reverend J. P. Boswell, Junior Chaplain, are placed at the disposal of the Government of Bengal.

FOREIGN DEPARTMENT.

Captain A. G. Mayne, Officiating Cantonment Magistrate at Morar, to be Assistant Cantonment Magistrate of Morar.

Captain Mayne will continue to officiate as Cantonment Magistrate, during the absence of Lieutenant-Colonel J. A. Wright, or until further orders.

Assistant Surgeon F. W. A. DeFabeck, in medical charge of the Deolee Irregular Force and Harrowtee Political Agency, is granted the usual preparatory leave, to proceed to Agra, in order to appear before the Medical Standing Committee.

Consequent on the departure of Colonel S. J. Browne, C. B., V. C., Officiating Commandant of the Central India Horse, to take up a brigade command, the following temporary appointments have been sanctioned by His Excellency the Viceroy and Governor General in Council in the Central India Horse:—

Major C. James, Officiating 2nd in Command and Commanding the 2nd Regiment, Central India Horse, to officiate as Commandant of the Corps.

Major J. D. Hall, Officiating 2nd Squadron Officer, to officiate as 2nd in Command and to command the 2nd Regiment.

Lieutenant J. Colledge, Officiating 3rd Squadron Officer to officiate as 2nd Squadron Officer.

Lieutenant A. H. S. Neil, Officiating 1st Squadron Subaltern, to officiate as 3rd Squadron Officer in addition to his other duties.

His Excellency the Viceroy and Governor General in Council is pleased to make the following promotions in the Commission of the Hyderabad Assigned Districts, from the date of the departure of Mr. C. Hordern, Officiating Deputy Commissioner, 3rd Class, on privilege leave for three months:—

Lieutenant K. J. L. McKenize, Assistant Commissioner of the 1st Class, in charge of the Sub-Division of Bassein, to officiate as Deputy Commissioner of the 3rd Class, at Akolah.

Lieutenant J. FitzGerald, Assistant Commissioner of the 1st Class, to have charge of the Sub-Division of Bassein.

Lieutenant J. B. Alexander, Officiating Assistant Commissioner of the 2nd Class, to officiate as Assistant Commissioner of the 1st Class.

Mr. H. S. Nicholetts, Officiating Assistant Commissioner of the 3rd Class, to officiate as Assistant Commissioner of the 2nd Class.

Mr. Algernon Elliot is appointed to officiate as an Assistant Commissioner of the 3rd Class in the Hyderabad Assigned Districts, to fill the vacancy caused by the departure on leave of Lieutenant F. W. Grant.

The following promotions and alterations of rank are made, subject to Her Majesty's approval:—

Lieutenant John Richard McKenzie Homfray, General List, Infantry, promoted to Captain, from 23rd February 1869, in the room of Captain R. J. Wimberley, General List, Infantry (Staff Corps), whose rank is altered.

Lieutenant M. P. Moriarty (Staff Corps), Cadre of the late 41st N. I., promoted to Captain, from 29th April 1869, in the room of Captain W. D. Hogg (Staff Corps), deceased.

Captain Henry Grimes, General List, Infantry, from 19th January 1869, in the room of Captain R. H. Eades, late 42nd N. I., retired.

Captain Herbert William Shoubridge, General List, Infantry, from 21st January 1869, in the room of Captain H. Grimes, General List, Infantry, whose rank is altered.

Captain R. J. Wimberley (Staff Corps) General List, Infantry, from 29th January 1869, in the room of Captain H. W. Shoubridge, General List, Infantry, whose rank is altered.

With reference to G. G. O. No. 165 of the 2nd March 1863, the name of the undermentioned Officer who retired from the service under the annuity scheme of 1861, is removed from the list of Regimental Lieutenant-Colonels:—

Lieutenant-Colonel (Brevet-Colonel, Retired List) W. K. Wollen, Bengal Infantry. Died 19th January 1869.

The following order, issued by the Resident at Hyderabad, is confirmed:—

No. 89 of the 4th May 1869.—Directing Majors Macquoid and Pedler, appointed by G. G. O. No. 468 of the 23rd April 1869, to the command and officiating command of the 3rd and 5th Infantry, respectively, to continue in their present commands with the 5th and 3rd Infantry, Hyderabad Contingent, until further orders.

Surgeon Francis Nottidge Macnamara, M.D., of the Medical Department, Chemical Examiner and Professor of Chemistry, Medical College, Calcutta, is allowed furlough to Europe (medical certificate), for twenty months, under the Regulations of 1868.

His Excellency the Governor General in Council is pleased to make the following appointment in the Stud Department:—

Lieutenant L. F. Jamieson, of the 7th Hussars, a candidate for the Staff Corps, to officiate as Doing-duty Officer on probation.

The services of Captain T. J. Quin, of the General List, Infantry, 1st Wing Subaltern, 29th (Punjab) Regiment, Native Infantry, are placed at the disposal of the Government of the North-Western Provinces.

The following promotions are made in the Commissioned grade of the Army Commissariat Department:—

Permanent.—Major J. B. Cox, Sub-Assistant Commissary General, 2nd Class, to be Sub-Assistant Commissary General, 1st Class, and Captain E. M. L. Marriott, Sub-Assistant Commissary General, 3rd Class, and acting Sub-Assistant Commissary General, 2nd Class, to be Sub-Assistant Commissary General, 2nd Class, from 29th April 1869, in succession to Captain W. D. Hogg, Sub-Assistant Commissary General, 1st Class, and Officiating Deputy Assistant Commissary General, 2nd Class, deceased.

Temporary from the date specified and until further orders.—Captain N. R. Burton, Sub-Assistant Commissary General, 1st Class, to officiate as Deputy Assistant Commissary General, 2nd Class, and Captain H. Rowband, Sub-Assistant Commissary General, 3rd Class, and Officiating Sub-Assistant Commissary General, 2nd Class, to officiate as Sub-Assistant Commissary General 1st Class, from 29th April 1869, in succession to Captain W. D. Hogg, Sub-Assistant Commissary General, 1st Class, and Officiating Deputy Assistant Commissary General, 2nd Class, deceased.

In accordance with the principle enunciated in G. G. O. No. 154 of the 9th February 1869, the Right Hon'ble the Governor General in Council is pleased to appoint Lieutenant-Colonel John Gray Touch, Madras Staff Corps, to officiate as Military Accountant at Madras during the absence on furlough of Lieutenant-Colonel Thomas Gillilan or until further orders. This appointment to have effect from the date on which Lieutenant-Colonel Touch received charge of the Military Accountant's Office.

Colonel Alexander John Greenlaw, Madras Staff Corps, Pay Master, Presidency Circle, at Madras, is appointed to officiate as Pay Examiner at that Presidency, during the period Lieutenant-Colonel Touch is employed as Military Accountant, or until further orders.

The undermentioned Officers are admitted to the Bengal Staff Corps, with effect from the dates specified opposite to their names, subject to the confirmation of the Right Hon'ble the Secretary of State for India:—

Lieutenant Henry deParny Rennick, of Her Majesty's 21st Foot, Wing Subaltern, 6th Infantry, Hyderabad Contingent, 21st June 1867.

Lieutenant Andrew Harry Spencer Neill, of Her Majesty's 103rd Foot, Officiating 1st Squadron Subaltern, 2nd Regiment, Central India Horse, 26th February 1868.

PUBLIC WORKS DEPARTMENT.

Mr. W. H. Pigott, Accountant, 3rd Grade, Central India, is granted one year's furlough in India.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 18th May 1869.

Local rank has been assigned to the undermentioned Officers:—

2nd Battalion, 12th Foot.—Lieutenant J. Kyle to be Captain, from the 21st February 1868.

107th Foot.—Captain D. B. Lockhart to be Major, from the 9th June 1868.

Captain F. J. Castle to be Major, from the 30th March 1868.

The Commander-in-Chief has been pleased to make the following appointments:—

16th Bengal Cavalry.—Lieutenant R. M. Clifford, Adjutant, to be 2nd Squadron Officer, vice Becher, appointed Adjutant. Dated 18th May 1869.

Lieutenant A. W. E. Becher, 2nd Squadron Officer, to be Adjutant, vice Clifford, appointed 2nd Squadron Officer. Dated 18th May 1869.

The promotion in the 45th Foot, of Ensign John Humfrey to be Lieutenant, without purchase, vice Watling, a probationer for the Staff Corps, announced in General Orders of the 8th March last, is cancelled. Dated 17th May 1869.

The undermentioned Officers have leave of absence:—

Royal Artillery.—Colonel J. Eliot, (Commanding Royal Artillery, Lahore Division, and 24th Brigade,) to Bombay, for one month, from date of availing himself of it, to appear before a medical board.

2nd Captain W. B. Troup, (No. 3 Battery, 24th Brigade) to England, via Egypt, from date of embarkation, to appear before a medical board.

Lieutenant E. B. Crawley-Boevey, (E. Battery, 16th Brigade,) to England, via Egypt, from date of embarkation, to appear before a medical board.

Lieutenant W. S. Langley, (G. Battery, 14th Brigade,) to England, via Egypt, from date of embarkation, to appear before a medical board.

11th Foot, (1st Battalion.)—Lieutenant C. Engan, (2nd Wing Subaltern 33rd Native Infantry, on probation,) to Calcutta, from the 15th May to the 15th November, to study the native languages as a special case.

12th Foot, (2nd Battalion.—Captain (Local Major) F. Bagnell, to the hills north of Deyrah, from the 12th April to the 12th October, on medical certificate.

62nd Foot.—Lieutenant H. Jones, to Cashmere and Nynee Tal, from the 25th April to the 15th October, on private affairs.

77th Foot.—Major W. N. M. Orpen, to Simla and the hills north of Deyrah, from the 20th April to the 14th August, on private affairs.

104th Foot.—Captain C. K. Mylne, to Murree, from the 1st May to the 1st September, on medical certificate.

109th Foot.—Brevet Major (Local Lieutenant Colonel) A. T. Welsh, (Junior District Inspector of Musketry, Mhow and Northern Division,) to England, via Egypt to appear before a medical board.

Staff Corps.—Lieutenant Colonel C. St. G. Brownlow, Deputy Judge Advocate General, Meerut Division and Rohilcund District,) to Mussoorie, on private affairs, from the 10th May to the 10th October, under the Rules of 1868.

Major R. H. Price, (2nd in Command and Wing Officer 12th Native Infantry, to Simla and Calcutta from the 1st May to the 15th October on private affairs, under the Furlough Rules of 1868.

Late 4th European Regiment.—Lieutenant R. H. Dyas, (attached to the 29th Native Infantry,) to Murree, from the 1st May to the 15th October on private affairs, under the Furlough Rules of 1868.

Unattached List.—Lieutenant J. McNally, (doing duty at Fort Lahore,) to Kussowlie, for six months, from date of availing himself of it, on medical certificate.

Medical Department.—Surgeon P. W. Sutherland, (in medical charge 14th Bengal Cavalry,) to Bombay, from the 28th April to the 27th May, on medical certificate, preparatory to applying for furlough to Europe on the same account under the Rules of 1868.

SHIPPING.

DAILY FREIGHT REPORT—3RD JUNE.

London ..	Cotton	£1 10s. 0d.	per ton.
	Cases	£1 5s. 0d. to £1 7s. 6d.	,,
	Seeds	£1 0s. 0d. Nominal	,,
	Iron Ships Cotton	£1 10s. 0d. to £1 12s. 6d.	,,
	Wooden Ships ,,	£1 7s. 6d. to £1 12s. 6d.	,,
Liverpool	Myrabolanes & Coir Bundles	£0 10s. 0d. to £0 12s. 6d.	,,
	Seeds	£0 10s. 0d. to £0 15s. 0d.	,,
Havre ...	Cotton	£1 15s. 0d. to £1 17s. 6d.	,,
	Coffee	£1 0s. 0d.	
Overland ...	Steamers	£4 0s. 0d. to £4 5s. 0d.	
China ...	Steamer Cotton	Rs. 7 to 8	per bale.
	,, Opium	Rs. 25 to 30	per chest.
	Sailing Ships	Rs. 3 to 4	p.bale Nominal
Calcutta ...	Salt	Rs. 3 to 4	per ton.
Calcutta to Bombay		Rs. 12 and Charges	Calcutta Port
Mauritius		8 annas per bag nominal.	

ARRIVALS.

June	Vessel.	Commander.	From.
3	City of Shanghai	Crocket	Glasgow, Feb. 24.
	Norah Greame	Taylor	Calcutta, March 14.
	Mahi	Nacoda	Cochin, May 11.
	Hydrabad	Jones	Newcastle, March 26.
	Nagpore	Downing	Liverpool, Feb. 12.

DEPARTURES.

June	Vessel.	Commander.	Destination.
3	Pehlwan	Boyd	Penang and Singapore.
	Baveiaw	Millard	Liverpool.

The steamer Behar, to China, began to load yesterday.

REPORTS BY TELEGRAPH.

GALLE, 2nd, 11-15 A.M.—Mail steamer "Candia" sailed for Calcutta at 10-30 A.M.

GALLE, 2nd, 2 P.M.—Mail steamer "Columbian" sailed for China at 1-30 P.M.

CALCUTTA.

DEPARTURES.

May	28	Moulmein (s)	——	——
	29	Arabia (s)	——	——
		Lady Love	——	——

WEATHER REPORTS.

PAUMBEN, 1st, 12 noon.—Wind south-west, weather fine, thermometer 91, barometer 29·86.

CANNANORE, 2nd, 8-50 A.M.—Wind south-west, weather cloudy, thermometer 79, barometer 29·899. Rain 31 cents.

COCHIN, 2nd, 9 A.M.—Wind northerly, weather rainy, thermometer 78, barometer 29·924. Rain 90 cents, sky cumulus.

TUTICORIN, 2nd, 9 A.M.—Wind wester y, weather fair, thermometer 90.

MANGALORE, 2nd, 2-23 P.M.—Wind south-west by south, weather cloudy, thermometer 85. Rain 24 inches.

KOLAPORE, 3rd, 12 noon.—Wind south-west, weather fair, thermometer 6.

COPPER-PLATE PRINTING, ENGRAVING, &c.—VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices. Specimens may be seen at the Office of the "Bombay Gazette" Press.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along ever line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel Keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c. seeing that they have the privilege of advertising in their own language), Advertisers would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager, "Bombay Gazette" Press

"Bombay Gazette" Press, 1868.

NOW READY.

THE INDIAN TRAVELLERS' GUIDE FOR JUNE.

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, including the Local Trains between Bombay and Bandora, on the B. B. and C. I. and G. I. P. Lines, in addition to a large amount of interesting and useful information.

CONTENTS.

New Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak
Introduction.
Railway Time Tables:—
Great Indian Peninsula Railway.
Bombay, Baroda, and Central India Railway
Jubbulpore Extension Railway.
Scinde Railway.
Punjaub Railway.
East Indian Railway.
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway.
Indian Branch Railway.
Delhi Railway.
Umballa Section of ditto.
Madras Railway.
Steam Navigation Companies:—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales.
Austrian Lloyds.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Bombay Coast and River Steam Navigation Company.
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Dak Companies:—
Agra and Mooltan Mail Carts.
Bombay and Central India Transit Agency
North Western Dak Company.
Inland Transit Company.
Purneah and Darjeeling Transit Company.
David's Horse Carriage Dak.
Delhi and Umritsur Dak.
Punjaub and North Western Company.
Commercial Transport Association Company.
Authorized rates of Carriage in the Punjaub.
Victoria Horse Dak.
Oudh Horse Dak Company.
Routes by Steamers.
Routes in the Bombay Presidency, &c.
Routes in the Central Provinces.
List of Travellers' Bungalows along the Trunk Roads of Western India.

May be had at all Railway Stations and of the following

AGENTS:

Bombay and Poona:—Messrs. Chesson and Woodhall
Bombay:—Messrs. Thacker, Vining & Co.
Poona:—Messrs. Treacher & Co.
Alexandria:—Messrs D. Robertson and Co.
London:—Mr. G Street, 30, Cornhill

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

NORTH-WEST PROVINCES, &c.

BIRTH.

WENTHCOTE—May 23rd, at Gya, the wife of H. M. Wenthcote, Esq., District Superintendent of Police, of a daughter.

NOTICE.

ALL CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

FRIDAY, JUNE 4, 1869.

We are told that he first sits down and calculates the cost. When Mr. Dickson determined to build in Bombay a new house for the Bank of Bengal, we fear the only idea in his head was the furtherance of his own grand scheme to have one Bank for all India, and George Dickson at the head of it. Personal feelings doubtless quickened his resolves, and banished those qualms which his Caledonian instincts must have raised. He was not received here as he ought to have been; their keen heads were hard enough and their intellects were sufficiently keen to battle the watch with him, to draw aside those grand curtains with which he cleverly draped *amalgamation*, and to show what a dry skeleton it would prove to the trade of this port. He returned whence he came, defeated but not beaten. He then boldly applied to Government for permission to open a Branch or Agency here with the avowed purpose of securing the best business of the old Bank of Bombay, and so forcing that amalgamation on which his heart was set. He took advantage of the personal knowledge he had acquired. He knew that mercantile confidence was almost a thing of the past, that the fearful crisis which had swept over the island had affected all and well nigh stunned the best and bravest. He had seen the unwillingness with which even those who heartily approved the scheme rallied round the small phalanx which bore on their banner *reconstruction*. Highland proclivities drowned the caution of the Banker, visions of an enemy's discomfiture pleased the man, and he bravely risked a foray into those rich lands for which his soul pined—but he was worsted. Government then as now, regardful of the interests of Bombay, bluntly and distinctly refused the desired permission. There was still a loop hole—never mind the expense. Amidst the prevalent confusion, the disorganization in all ranks of society, the painful anxiety regarding the Bombay Bank Commission, and the timidity too clearly shown by those in favour of reconstruction, a footing was all that was wanted. How that was obtained we have already told, a too generous Government condoned the sin of its officer, masterly inactivity in India reigned supreme. Local influences prevailed, but there was an appeal to the Secretary of State, and he at once ordered the closure of the Bengal Bank Agency here. Again regardless of expense, the Bank of Bengal raised one plea after another why the order should not be enforced, and at last took refuge under the contumacious allegation that Government had not the power to make them close their Bombay Agency. This was ungenerous. Their friends in high places had run great risks to support them. They had given the Bank of Bengal powers which the Governor-General himself had declared the Bank should never have from him. Yet, cost what it might even the friendship of these powerful friends, the position must be maintained—the house built in Bombay. Statesmen at home would have none of that paltry trifling, and uttering no uncertain sound the Secretary of State, when again appealed to, was heard in ringing tones to require the immediate closure of the Bombay Agency of the Bank of Bengal, and to tell the Government of India that if they had not power in their executive capacity to do so, they must legislate for the purpose.

We may be accused of taking a somewhat local view of this great question, but surely if by any Council in the world it can be rigidly scrutinized and impartially decided, it must be by the Secretary of State and his Council. The great primary truths involved in it might satisfy any independent man that in every interest which a mercantile community holds dear, the conduct of the Bank of Bengal must be reprobated. Like Isaac it wants Esau's portion also, but though willing to don the hairy garments on any terms and so make the counterfeit complete—willing to amalgamate—willing even to open, in the prospect of amalgamation, with a quiet hint to Government that if other arrangements in Bombay fell through, it would only be too happy to undertake all the Government business—willing, we say, on any terms to make itself like one of us, the India Council roughly pulled aside the borrowed clothing, and ordered it to its own presidency without any blessing.

This subject can never be tiresome to our readers till our presidency has been evacuated by the intrusive Bank of Bengal, and we repeat this short *resumé* because the *Friend of India's* last issue contains one of its ably penned articles, which on the very ground we have all along used for the removal of the Bank of Bengal urges its continuance. It is strange that, anxious to see and know the truth—for we give to our contemporary the credit we claim for ourselves—we should view this simple question in so directly an opposite light. But we think we can account for this diversity of opinion. We will not notice the manner in which mention is made of our era of madness and subsequent collapse. Few trades have escaped a season of panic. As our trade, subjected to unusual causes, transformed in a few short months the man with nothing into little short of a millionaire, it was not to be wondered that speculation in its worst form ran rife, and that with an abrupt cessation of those unusual causes, the collapse and depression were as great as the inflation had been. Bombay's cry may well be "lead us not into temptation," but Calcutta passed not scatheless through the crisis as the string of wretched public companies too clearly proves, and its antecedents do not warrant it in pointing the finger of scorn at us, but should rather make it join us in the penetential cry "God be merciful to us sinners."

We shall now endeavour to show wherein this difference of opinion arises between the *Friend* and ourselves. The *Friend* ignores the manner in which the Bank of Bengal stole among us, and forgets the avowed object for which the temporary establishment of an Agency was sanctioned. It sees nothing save the convenience and profit which the Agency affords to its present establishment. It remembers a slip made in Madras, of which Mr. Dickson cleverly took advantage, but already Sir Stafford Northcote's answer to our appeals has died away and the Duke of Argyll's emphatic reiteration of it is not to be believed. With such a start we must clearly and in a very short time arrive at most different conclusions. But the *Friend* lightens our toil and saves us any trouble. He hoists a standard that surely never before waived over Serampore. The exponent of high principles, the *Friend*, which ordinarily is scarcely satisfied unless he holds the Governors of provinces in the palm of his hand, and dictates a policy for all India, is content on this occasion to hoist the well known flag "*Expediency*." We cannot have made a mistake that the Bank of Bengal owes its position and influence to Government connection, and yet the *Friend* says the Secretary of State's order is an arbitrary and an "unwarrantable interference on the part of the State in the affairs of a *commercial* establishment, for the safe conduct of the business of which not the State, but the Directors, are responsible."

Why does not it waive *expediency* on matters still higher, tell us that foreign exchanges are quite within the provinces of the Bank's operations, and tell the shareholders to throw their charter to the winds. Make the Bank what is called a commercial establishment entirely unconnected with Government, and then its house here will be built; but built at what a cost! Gold may be bought too dear, the Bank of Bengal *without* the Government connection would be a competitor for which our Presidency Bank, with its Government relations and interest intact, would be more than a match within its own domains. As such we shall offer no opposition to the continuance of its Local Branch. We call for its removal because the Bank of Bengal as the Bank of Bombay owe their position and influence to Government connection, to their being Presidency Banks in Anglo-Indian towns, and because we can conceive nothing so damaging to public credit, so ruinous to commercial stability as the spectacle of our Presidency Banks pitted against one another, and scattering broadcast the funds of the shareholders in a struggle for business from which neither can benefit.

The Bank of Bengal has as yet been very discreet here, but it has shown what it would do were public opinion to sleep for a time. Mr. Dickson cannot now declare that the Agency has only done what the old Bank of Bombay was in the habit of doing for the Bank of Bengal. It has sold bills on the Oomrawuttee Treasury [illegible] by the Hyderabad Administration and procured by the Hyderabad Agent of the Bank of Bengal under circumstances which will some day be known and create no small surprise. Nay, if our information be correct, it was arranging to open an Agency in the Berars when, for the moment at least, its schemes were knocked on the head by the Secretary of State's order. In all this we find a simple answer to the *Friend's* question. The attitude of the Bank of Bengal here is aggressive, intrusive. Its temper is shown by Mr. Dickson's polite offer to undertake the Government business. Were we to refine, it calls itself here the Bank of Bengal, and though that institution localized might do our Presidency Bank sore damage, its appointed Agent will be powerless to do so.

The shareholders of the Bank of Bengal have shown a singular indifference to their own interests. As the *Friend* truly says—"They have seen the currency circulation depart from their management, they have seen their capital recently doubled, while half of it is now invested in Government securities, and they must have noticed the steadily falling value of their shares." In the question regarding the railway communication from Allahabad to a seaport, the *Englishman* calmly admits that Bombay must prevail over Calcutta, and girds up its loins to recoup the impending loss by improving relations with the outlying ports of Bengal with Assam, and other places.

We recommend the shareholders of the Bank of Bengal to accept in as sensible a manner the order of the Secretary of State, and we emphatically warn them that the cost of building their house in Bombay, should it ever be finished, must and will be the loss of all Government connection. Are they prepared for so great a sacrifice; do they wish the Bank to become what the *Friend of India* improperly calls it now—a mercantile establishment? Let them weigh well the cost before they attempt to build their house here.

WE learn that the monsoon broke heavily at Carwar on the 1st instant.

WE are glad to see that Mr. Scoble has been appointed Legal Remembrancer to the Bombay Government. We wish we could also announce that the petty salary of this office, which is no sinecure, but one entailing a great deal of work, had been increased.

H. E. LORD NAPIER of Magdala returned to Poona on Wednesday morning from Mander Rao and Paunchgunny, on one or other of which it has been proposed to build quarters capable of accommodating a British regiment, and also to raise a military prison. The salubrity of these heights (4,000 feet above the sea) renders them admirably suited for such purposes. It would be invaluable to have a large sanitarium at so convenient a marching distance from Poona, and a military prison on either of the heights would be an immense improvement on the Bombay House of Correction.

MAJOR GENERAL THE HON. A. GORDON, C. B., Commanding the P. D. A., returned to Poona on Tuesday evening, and the whole of the divisional staff are now in Poona.

"From all the hill stations," says the "Poona Observer," "we learn that a great deal of rain has fallen. His Excellency the Governor may be almost daily expected at Gunnesh Khind."

THERE appears from a Calcutta contemporary to be a rumour that the 2nd January has been fixed as the date for the Great Agra Durbar; but that this arrangement is subject to confirmation by the winds and waves of the Eastern seas.

WE observe that the Government of India has informed the Venerable the Archdeacon of Calcutta, in reply to a question raised by him, that neither Junior Chaplains, nor Clergymen of the Additional Clergy Society, nor Missionaries, are exempt from Income Tax.

A PROPOSAL has been made by the Government of Bombay that public officers serving in Persia or Arabia should, when proceeding on furlough, be allowed to select

88th Foot, from Nowshera and Attock to Bombay Presidency, on relief by 104th, by Grand Trunk Road to Lahore, thence by rail to Mooltan.
89th Foot, from England, to Bombay Presidency. Under orders from Bombay.
90th Foot, from Kamptee to England. Overland route.
93rd Foot, from Jhansie and Sepree to England, on 18th December, by march to Agra, and onwards. Under orders from Army Head Quarters.
102nd Foot, from Lucknow to England, via Jubbulpoor and Bombay. Under orders from Army Head Quarters.
104th Foot, from Peshawur to Nowshera and Attock, on relief by 5th Fusiliers.
A Regiment, from Bombay Presidency to Jhansie. Under orders from Bombay.
A Regiment, from Bombay Presidency to Madras Presidency. Under orders from Bombay.
A Regiment, from Madras Presidency to Fort William. Under orders from Madras.

BENGAL CAVALRY.

2nd Regiment, from Deolee to Bareilly, on 13th December, via Bhurtpoor and Agra.
4th Regiment, from Bareilly to Segowlie, on 20th October, via Seetapoor, Fyzabad, and Gorruckpoor.
5th Regiment, from Segowlie to Meerut, on 10th November, via Gorruckpoor, Fyzabad, Cawnpoor and Agra.
14th Regiment, from Meerut to Deolee, on 17th December, via Agra.
15th Regiment, from Mooltan to Peshawur, on 1st November.
19th Regiment, from Peshawur to Mooltan, on relief by 15th Bengal Cavalry.

BENGAL INFANTRY.

2nd Regiment, from Allipoor to Julpigoree, on relief by 8th B.I., by rail to Sahibgunge.
3rd Regiment, from Peshawur to Meerut, on relief by 36th B.I., march to Lahore, rail to Beas, march to Loodianna, thence by rail.
6th Regiment, from Julpigoree to Morar, on 8th December, by rail from Sahibgunge.
8th Regiment, from Jhansie to Allipoor, on relief by 39th B.I., march to Agra, thence by rail.
9th Regiment, from Barrackpoor to Lucknow, on relief by 13th B.I., by rail.
13th Regiment, from Jullundur to Barrackpoor, on 24th December, march to Loodianna, thence by rail via Agra.
14th Regiment, from Fort William to Jullundur, on 28th December, by rail via Agra.
15th Regiment, from Ferozepoor to Peshawur, on 1st November, by Grand Trunk Road. Duties to be provided for divisionally.
22nd Regiment, from Morar to Fort William, on 23rd December, by march to Agra, thence by rail.
28th Regiment, from Peshawur to Ferozepoor, on relief by 15th B.I., by Grand Trunk Road.
32nd Regiment, from Dinapoor to working party on road at Ramnaggur and Raneekhat, on relief by 37th B.I., by rail to Allygurh.
36th Regiment, from Meerut to Peshawur on 10th November, by rail to Loodianna, march to Beas, rail to Lahore, thence by Grand Trunk Road.
37th Regiment Wing, from Bhaugulpoor to Dinapoor, on 28th October, by rail.
39th Regiment from Lucknow to Jhansie, on 20th November, by march, via Cawnpoor and Calpee.

VOLUNTEERS FOR FURTHER INDIAN SERVICE.

WITH the sanction of Government, His Excellency the Commander-in-Chief in India has directed that such men of the regiments named in the margin, under orders to return to England, as are desirous of extending their service in India, may be allowed to volunteer to regiments of the same arm, serving in India, excepting the following :—

2nd Dragoon Guards.
1st. Battalion 23rd Foot.
32nd Foot.
90th ,,
93rd ,,
103rd ,,

7th Hussars.	59th Foot.
19th ,,	3rd Bn. 60th Foot.
20th ,,	77th Foot.
1st Bn. 1st Foot.	79th ,,
2nd ,, 1st ,,	88th ,,
1st ,, 2nd ,,	92nd ,,
1st ,, 7th ,,	95th ,,
2nd ,, 10th ,,	103rd ,,
1st ,, 19th ,,	104th ,,
2nd Bn. 24th Foot.	105th ,,
26th Foot.	108th ,,
38th ,,	3rd Bn. R. Bde.
55th ,,	

The numbers that can be received for each regiment will be communicated in a letter from the Adjutant General.

Their Excellencies the Commanders-in-Chief of Madras and Bombay are requested to be good enough to issue the necessary orders for the volunteering of the regiments serving in their commands.

Special instructions to be observed with regard to the 93rd and 102nd Regiments, are published in the General Order.

Men on the Unattached List of a Presidency may volunteer to regiments serving in that Presidency only with the exceptions noted in para. 1, and those electing for Highland regiments must be natives of North Britain.

BOMBAY.

CHIEF OF GONDUL.—It is said the Chief of Gondul is expected to arrive in Bombay in a few days on his way to visit His Excellency the Governor.

FIRE.—On Wednesday last a fire broke out at Carnac Bunder in a heap of coals belonging to Messrs. Remington and Co., but it was soon extinguished.

THE LEGISLATIVE DEPARTMENT.—The Legislative Department of Government will be removed to Poona in the course of next week.

CHANGES IN THE POLICE FORCE.—Mr. Superintendent Mills, of the B Division, has been transferred to the E Division, and the Superintendent of the latter Division, Mr. Bailey, takes up Mr. Mills' place.

THE MOONSIFFS' COURTS AT SURAT.—In consequence of the abolition of the Moonsiffs' Courts at Surat, the business of these Courts has been, by the orders of the District Judge, Mr. Kemball, made over to the Principal Sudder Ameen of the station.

THE MINT.—The value of silver ready for coinage in the Bombay Mint at the close of last week was Rs. 1,55,20,956, the value of the silver not assayed being Rs. 28,25,693 ; of the total, Rs. 1,55,06,000 belonged to the Currency Department.

THE MONSOON.—There was a heavy shower of rain in Bombay at an early hour yesterday morning ; and again in the afternoon rain began to fall. The appearance of the sky gave the impression that the monsoon had begun, though mildly. Probably we shall see a little of its violence in a day or two.

GIRGAUM POLICE COURT.—We learn that the new committee appointed by Government to inspect the Girgaum Police Court building has, for the present, suggested to Government the advisability of repairing the cracks, &c., which they have found in several parts of the building.

REMEMBRANCER OF LEGAL AFFAIRS.—On the 1st inst. Mr. A. R. Scoble took over charge of the office of Remembrancer of Legal Affairs from Mr. J. S. White who, as our readers are aware, has been appointed Advocate General.

WE are requested to state that the anniversary meeting of the literary society called "A Sociedade dos Amigos das Lettras" (friends of letters) will take place in the Framjee Cowasjee's Institute at Dhobie Tallao to-morrow, the 5th instant, at 7 P.M. The public are invited to attend.

THE PORTUGUESE OF BANDORA.—A Portuguese correspondent asks us to insert the following. We hope our readers will find it intelligible :—"We hear that the Portuguese inhabitants of Bandora have raised a subscription to give a mass on Sunday, the 6th instant, on account of the great easiness they got from the B. B. and C. I. Railway Company in bringing up one of their local trains to the terminus station of the G. I. P. Railway Company."

RAO BAHADOOR BHASKUR DAMODHUR, a subordinate Judge of the first class at Poona, has, we observe, been appointed to act until further orders as Fourth Judge of the Small Cause Court in the room of Rao Bahadoor Moroba Cannoba. Rao Bahadoor Bhaskur was a distinguished student of the Elphinstone College. He has served Government with credit in various capacities.

THE CURRENCY.—The following shows the amount of each kind of currency note of the Bombay Circle in circulation on the 31st May, as compared with the amount in circulation on the 22nd May :—

	31st May.	22nd May.
Rs. 10 Note.....	Rs. 28,61,180	Rs. 27,40,840
Rs. 20 ,, ...	Rs. 16,39,020	Rs. 16,99,020
Rs. 50 ,, ...	Rs. 25,73,250	Rs. 25,88,250
Rs. 100 ,, ...	Rs. 55,34,700	Rs. 57,91,400
Rs. 500 ,, ...	Rs. 17,74,500	Rs. 17,08,000
Rs. 1,000 ,, ...	Rs. 3,36,87,000	Rs. 3,37,99,000
Total...	Rs. 4,74,69,650	Rs. 4,82,29,110

ORPHANAGES.—The Government of India having decided that in consideration of the advantages the children belonging to orphanages in the plains would experience by change to the hills, the expenses of their removal on the first occasion shall be defrayed for any child for whose conveyance to an orphanage Government pays although it may be from an orphanage in the plains in which the child may have remained for sometime intermediately, the transfer of children in this Presidency similarly situated, to Mount Aboo, will be effected at the expense of the State.

EMBEZZLEMENT OF CARGO.—In the Fort Police Court yesterday, before Mr. Connon, James Murray, Joseph Walker, Julius Walter, James Quinn, and Matthew Holland, seamen of the ship *Ann Millicent*, were charged by Captain Nash, master of the ship *Lawrence Baker*, with embezzling or destroying ship's cargo, of the value of Rs. 60, on the 10th of March. The two first prisoners pleaded not guilty. Walter and Quinn admitted the charge, and Holland said he had got the property from the latter. Walter and Quinn were ordered to pay the value of the embezzled cargo or undergo four weeks' imprisonment ; the others were discharged.

FIRE.—About half-past six o'clock yesterday afternoon, a quantity of nitrate of strontia, which had been put up as a parcel by Messrs. Kemp and Co., chemists and druggists, took fire ; but were glad to say very little damage resulted. The strontia had just been ordered, and was placed in a drawer ready for despatch. The fire was of course at once observed, and before it could catch hold of the wooden drawer in which it had been placed a quantity of water was poured upon it. Except that part of the counter had to be removed and that a glass cupboard was broken, no damage was done to the shop, and the business will suffer no interruption.

POONA.—Rain continues to fall daily in Poona, accompanied by violent thunder. There is a certain unpleasant fogginess about the air just at present ; but the appearance of the station is charming. The Bund parapet has not yet disappeared, but it has been widely gapped in one or two places, allowing a considera body of water to escape over it. For fear of the flusl the boats of the Poona Boating Club have been h and an order issued to the effect that, after use, are always to be drawn up into the shed agr using them. A match is shortly coming o Staff crew and one composed of members ... ging to the 2nd Queen's.—*Poona Observer.*

BELGAUM.—We (*Poona Observer*) learn from Belgaum that the monsoon burst there on the 20th ultimo. The lightning was exceedingly vivid, and several casualties unhappily occurred. Between the villages of Belgoondee and Patna, three women were walking together, when a flash of lightning struck one, and killed her instantly, and badly wounded a second. The third escaped. Another woman was killed at Toorkwaree, on the Vingoria road. In Belgaum, a cow was struck and killed. Of Captain Stokes, who was so badly wounded by a bear lately, as described a few days since in the *Poona Observer*, we regret very much to hear that the accounts are not so favourable as could be wished.

THE FRENCH BARQUE "SUZANNE," of 282 tons register Commander A Nadeau, owned by Messrs. Sensine and Chales, of Bordeaux, left that port on the 6th January 1869, with a general cargo, for Madras and Pondicherry. On rounding the Cape she encountered a storm, and had to put in at Mauritius perfectly disabled. We have to add the melancholy intelligence of the loss of the captain, who was struck by a wave and carried away, whilst battling against the violence of the storm. He was an active and thoroughly competent seaman, and he had a telescope and gold medal awarded him by the Royal Humane Society of England, for his gallant conduct in rescuing the crew of a disabled English vessel on his return voyage to Bordeaux two years back. He leaves a wife and two children in France, whose letters, in anticipation of his arrival, have been received here.—*Mauras Athenæum.*

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, 1st June, was 356, being an increase of 1 as compared with the preceding week, 33 more than the total of the week ending 2nd June 1868, and 12 less than the mean of the corresponding period in the previous five years. During the week 56 births were reported.

The following table shows the principal causes of death in the different districts of the city :—

Section or Sub-Section.	Population by Census of 1864.	Cholera.	Small-pox.	Measles.	Fever.	Other diseases.	Accident & Violence	Unknown Causes.	Total exclusive of still-born.	Total Report-ed-ditto inclusive of still-borns.
Colaba	19,161	...	2	1	2	4	...	...	9	...
Fort, Southern	9,455	...	...	...	...	2	...	...	2	...
Fort, Northern	39,256	2	...	...	5	10	...	...	18	1
Esplanade	7,889	...	...	...	1	3	...	...	4	...
Market	75,402	...	...	...	3	3	...	...	20	7
Girgaum	41,152	1	7	2	5	10	...	...	25	1
Chuckla	41,442	1	4	2	8	17	1	...	33	...
Domberkharee	63,920	...	14	1	5	17	1	...	38	9
Dongree	60,259	1	2	...	4	7	...	...	14	9
Dhobeetalao	71,795	...	1	...	7	11	2	...	21	2
Phunnuswaree	22,529	...	1	1	3	3	...	...	8	...
Bhoiwaree	39,252	...	3	...	3	10	...	...	16	1
Kharatalao	23,454	...	7	1	3	9	...	...	20	10
Khetwaree	23,005	...	3	1	4	5	...	...	13	...
Girgaum	21,505	...	3	...	2	5	...	...	10	...
Chaupatee	6,184	...	...	...	...	1	...	...	1	...
Walkeshwar	10,694	1	...	...	...	2	...	...	6	1
Mahalaxmee	9,144	...	...	...	...	2	...	...	2	...
Mazagon	21,784	...	4	...	2	5	...	...	11	...
Tarwaree	9,462	...	1	...	1	1	...	...	4	3
Kamatheepoora	81,675	1	3	2	13	21	2	...	42	2
Parel	7,002	...	1	...	2	...	...	...	3	...
Sewree	9,043	...	1	...	1	3	...	...	5	...
Mahim	19,459	...	2	...	1	1	...	...	4	3
Worlee	10,211	...	...	...	1	3	...	...	4	4
Harbour	32,582	...	...	...	...	...	...	...	...	...
Non-Resident and Unknown	...	...	...	...	1	4	4	...	9	...
Bombay	816,562	8	68	13	84	168	13	...	356	56
Mean of the corresponding weeks in the preceding 5 years.	32	38	6	174	112	6	...	368	...	

The following statement shows the number of death, in the different races or castes :—

Race or Caste.	Cholera.	Small-pox.	Measles.	Fever.	Other diseases	Accidents and Violence	Unknown Causes.	Total, ex. of Still-born.	Total Report-ed ex. of Still-born.
Boodhist—Jain, &c	...	4	1	...	8	...	...	13	2
Brahmin	...	2	...	1	9	...	...	12	1
Lingaet	...	1	...	1	...	...	...	2	...
Bhatia	...	1	...	...	5	...	...	6	...
Hindoo of other Caste...	8	28	10	37	63	7	...	150	30
Hindoo out-caste	...	...	2	5	10	...	...	17	2
Musulman	...	30	...	24	46	1	...	101	13
Parsee	...	1	...	17	11	1	...	24	2
Jew	...	...	...	...	1	...	...	1	1
Native-Christian	...	1	...	3	4	2	...	10	4
Indo-European	...	...	...	...	2	...	...	...	...
European	...	...	...	...	5	1	...	6	1
Negro-African	...	...	...	2	...	...	...	2	...
Chinese	...	...	...	...	...	...	...	...	...
Unknown Races	...	...	...	...	1	1	...	2	...
Total...	8	68	13	84	168	13	356		56
Corresponding week 1868		47	6	108	152	9	323		60

BANK OF INDIA.

AN ordinary general meeting of the shareholders of the Bank of India (in liquidation) was held in their office, Elphinstone Circle, on Wednesday afternoon, to receive a report by the liquidators for year ending 30th April. Mr. H. G. Dunlop was called to the chair.

The report which was submitted stated that since the 30th April last, the date of the last report, Rs. 4,05,503-12-1 had been realized, which had enabled the liquidators to discharge the whole of the remaining liabilities of the bank, and with the addition of the balance on hand at 30th April 1868 to declare dividends amounting in the aggregate to Rs. 4,08,500 and to leave a balance in hand of Rs. 43,700, the greater portion of which is invested in Government securities. The realization of the assets in China had resulted more favourably than was anticipated. The liquidators hoped thus to be able to divide a further sum of Rs. 3½ per share, which added to the distributions already named, will show a total return of about Rs. 17 per share. The liquidators expected to be placed shortly in sufficient funds to make a further small distribution of assets to the shareholders. The communications with the trustees of the estate of Mr. Limjee Manockjee, alluded to in the last report, had resulted most satisfactorily—a sum of Rs. 1,50,000 had been received from them, and the liquidators congratulated the shareholders on an amicable settlement of every complicated claims. As the greatest portion of the assets of the bank consisted of claims on insolvent and other estates, the liquidators remarked that they could only await the declaration and payment of dividends by the respective trustees, and that the shareholders must have been prepared for the delays that had occurred in the liquidation.

Mr. Shaw, one of the liquidators, then said—During three years of this liquidation Rs. 20,10,000 have been collected, viz., Rs. 12,70,000 during the first, Rs. 3,35,000 during the second, and Rs. 4,05,000 during the third year—making a total in all of, say, Rs. 20,10,000—and there remain about Rs. 80,000 to be still collected, making 20,90,000, a total amounting to nearly 21 lakhs of rupees. At the first general meeting convened by the liquidators, and held on the 31st May 1867, it was estimated that there would remain a sum of Rs. 4,50,000 to be ultimately divided among shareholders holding 31,000 shares. At the second meeting held on the 29th May 1868, this estimate was reduced by Rs. 50,000, but the number of shares was also lessened by more than 1,000. At this the third meeting, we have the pleasure of announcing that both the former estimates have proved to be very favourably incorrect, for we have been enabled to declare dividends amounting to Rs. 4,08,000, to retain a balance in hand after providing for all contingencies of Rs. 35,000, and we hold assets expected to realize Rs. 80,000 or thereabouts. And even since our report was issued, we have received Rs. 15,000 fo which we never calculated, and we are informed that the London assets of a Bombay and London house will be separately liquidated there ; and that will add at least Rs. 7,000 to our estimate. Instead, therefore, of returning Rs. 17 per share ultimately the liquidators can confidently hope to be able to return Rs. 17½ if not even *more* per share. And now, gentlemen, I wish to say a few words regarding myself. It has lately come to my knowledge that several of the shareholders have expressed an opinion that the remuneration which I am receiving as managing liquidator by virtue of the resolution passed at the meeting of 31st May 1869 is excessive in comparison with the amount of work that has still to be done. Considering that the result of the liquidation under Dr. Beramjee Naorosji's and my own superintendence has been much more prosperous than was ever anticipated, I cannot but regret that such an opinion has been arrived at. In justice to myself I cannot permit any reduction whatever to be made of my remuneration, but as I have been so long connected with the Bank of India, and may thus be considered, without egotism, to have acquired a thorough knowledge of its affairs, I should be sorry not to assist in finally closing the bank. I therefore propose to carry on the liquidation without from this date receiving any remuneration whatever. I trust that the shareholders will appreciate the spirit in which I make this announcement. At the final meeting which will be, I trust, held before the close of the year, the shareholders can, if they think fit, accord me such reward for my services as they consider they have deserved. If any shareholder has any question to ask I shall be glad to answer him.

A statement of accounts was submitted, together with the report by the liquidators ; and Mr. Shaw stated in reply to Mr. Mobdina Veerjee that the sum in the hands of the liquidators was Rs. 43,700. A shareholder remarked that he thought the liquidation had been well carried out.

The Chairman remarked that after the very satisfactory report which had been presented to the share-rs, he need say nothing. He moved that the re- ! accounts submitted to the meeting be adopted. was seconded by Mr. Mobdina Veerjee and a passed.

A vote of thanks to the Chairman closed the business.

COURT-MARTIAL.

AT a European district court-martial, which sat at Poona on the 31st May, Driver Patrick Crockery, A-18 Brigade Royal Artillery, was arraigned upon the following charges :—

"1st Charge.—Disgraceful conduct, in having at Camp Poona, between the hours of ten P.M. and eleven P.M. on the 26th day of May 1869, attempted to break into the store room of No. 1 Section General Depot for the purposing of stealing, and having broken two panes of glass, value annas eight, or thereabouts.

"2nd Charge—Conduct to the prejudice of good order and military discipline, in having at Poona, on the 26th day of May 1869, resisted the escort ordered to take him to the guard-room, and having destroyed the following article, the property of Driver Laurence McConnack, C. Battery 18th Brigade Royal Artillery, viz., one cotton shirt, value one rupee and annas eight, or thereabouts.

"The above being in breach of the Articles of War."

He was found guilty and sentenced to be imprisoned with hard labour for six hundred and seventy-two days, and further to be placed under stoppages until the value of the undermentioned articles be made good, viz :—

2 panes glass, value 8 annas.
1 shirt, value 1 rupee and annas eight.

The sentence was approved by the Brigadier General with a remission of 336 days of the imprisonment.

THE RAO OF KUTCH AND THE ZANZIBAR SLAVE TRADE.

THE following proclamation, issued by His Highness the Rao of Kutch, warning his subjects residing at Zanzibar against engaging in the slave trade, is published in the *Bombay Government Gazette*. It is dated 24th April 1869 :—

MAHARAJA DHIRAJ MIRZA MAHA RAO SHREE PRAGMULJEE BAHADOOR to the population of Kutch generally.

To Wit—That for the security of those among you who, for the purposes of trade, &c., permanently reside in or come and go to and from the country of Zanzibar, I have, at the suggestion of Government, given notice in a Yad under date the Kartick Sood 1st Sumvut 1922, through the Political Agent, to the exalted Government, that the claims and disputes with any other persons of those of you who permanently reside in or frequent, for the purposes of trade, the ports of Muscat and other places in Africa, and Arabia, and the Persian Gulf, and in other countries where my subjects may reside, should be settled by the British Government in the same way as if you were its own subjects, consequent on the treaties concluded with Government.

You formerly carried on trade in slaves. But this traffic having been forbidden by the will of Government, a proclamation to the effect that if any slaves, Negroes or Abyssinians, shall be brought (to Kutch) by any one for sale, the vessel conveying them with its cargo will be confiscated, was issued by my late father under date the Mala Vid 7th Sumvut 1892. Notwithstanding this I am now informed through Major Shortt, the Political Agent at this place, by the Political Agent at Zanzibar, at the direction of Government, that the subjects of Kutch residing at Zanzibar are now engaged in the slave trade. From this it appears that you have not yet abandoned this trade. It is, therefore, hereby ordered that if you persist in the traffic in slaves, the Government will, by virtue of my aforesaid permission treating you (who reside at Zanzibar) as its own subjects, liberate all slaves from your possession, and will not, however large the number of slaves so liberated, award any compensation whatever, nor entertain any claim in regard thereto ; and, besides, the perpetrators will be punished there according to the law there prevailing, and you will also be considered as criminals liable to punishment here (in my domain.)

Note this well and take warning.

Given in His Highness's presence this 13th day of the 1st Vaisak Sood Sumvut 1925 of the Vikram era.

CORRESPONDENCE.

THE NEW THEATRE IN BOMBAY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Observing the letter in your yesterday's paper referring to the site of the proposed new Theatre, I beg to state, for the information of those interested in the scheme, that it *is* intended to erect it on or about the Esplanade.

The design for the building is completed, and the prospectus will shortly be issued.—Yours, &c.,
ONE OF THE PROMOTERS.

3rd June.

TRAINS TO BANDORA.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I shall esteem it a great favour if you will allow me, through your correspondence columns, to bring to the notice of the proper authorities, the great inconvenience caused to the residents of Bandora and Mahim by the new arrangements as to the running of the local trains from the 1st instant. According to the Time Table, the train which leaves Bandora at 9 A.M. should arrive at Boree Bunder at 9.38 ; whereas on the 1st instant it arrived at 9.50 ; on the 2nd at 9.56 ; and this morning at 9.50. We are not only delayed on the journey, but have to start a quarter of an hour earlier than on the defunct G. I. P. line, and arrive from five to ten minutes later by the new route, and in addition I am afraid at the risk of our limbs and lives from the Poona train that passes us near the Dadur Junction. I would suggest that the train leave Bandora at 9.15 or 9.20, which would, I believe, meet the wishes of daily travellers.

Bombay, 3rd June. C.

THE ALBERT LIFE ASSURANCE COMPANY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The *Times of India* had an article the other morning defending the Albert Life Assurance Company, but the defence is so weak that I cannot help noticing it.

We are told that the Company could not declare a bonus to insurers with profits at the last quinquennial computation because of the effect of the panic of 1866, causing some insurers to drop their policies and others to sell their insurance to the Company at the surrender value of the policies.

Such cases cannot, I submit, be detrimental to the office. In the first case the Company would have all premia paid on policies dropped as clear profit with no further risk ; and on the other case experience is pretty strong in showing that an Insurance Company in giving the surrender value of a policy always gives as little as possible and makes a good profit on the surrender.

A monetary panic does not injure the business of an Insurance Company ; but on the contrary, by its effects in making men needy, induces those who are at all provident to insure their lives for the benefit of those dependent on them. A panic should always bring new business to an Insurance Company, and will do so to offices in repute.

A panic can only effect detrimentally an Insurance Company in or by its investments, but if these are properly made, no ill result can arise. What are the investments of the Albert Life Assurance Company ? How are they made ? Can details be given ? Answers to these questions will be received with pleasure if they can be given satisfactorily ; doubts do exist, and it would be as well to satisfy doubters ; especially those who are aware that some or nearly all the Calcutta board resigned in 1866 because the local directors were not satisfied with the mode in which the funds of the Company were dealt with.—I am, &c.,

A POLICY-HOLDER.

THE TRADESMAN'S DEFENCE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The amusement and gratification afforded by my last long communication to yourself and (although perhaps not for precisely the same reasons) some of your readers, induce me to hope that you will afford me space for a few remarks upon your rejoinder ; which for the sake of brevity, I will, if you please, take in detail under numbered heads.

1. "The elaborate effort which the writer, we fear, somewhat wasted, in his efforts to conceal that our remarks had troubled him."—I admit to have been troubled, few men have philosophy enough to rest contentedly under misrepresentation.

2. "We should have been better pleased if our correspondent's contradictory assertions had been a little less barren of accompanying proof."—At least I met you on *your own ground*, and combated your, so called, proof.

3. "Writes with all the fervour of an alarmed protectionist."—I wrote with that desire to do well what I undertake, which a man of sense should feel ; and am very far from objecting to fair and informed criticism.

4. "He declares (that) it is usual to add 30 per cent. to the wholesale prices of European goods generally."—By the succeeding parts of this portion of a sentence, you endeavour to show that I asserted the wholesale dealer to charge the retailer 30 per cent. above his usual rates. I *did* assert that the expenses (of importing European goods into India) *i. e.* packing, freight, insurance, duty, landing charges (without the expenditure of time at the Custom-house by paid servants), amounted to over 30 per cent. Further on you treat my statement in its true sense.

5. "Some time ago an attempt was made by a French official to show how much cheaper (more cheaply ?) these articles *could* be sold at a fair profit than they are now (were before ?)."—If I understand your allusions, you have instanced a most unhappy illustration, in attempted support of your statements. *I do* "know what became of the project," the result of which should discourage any sensible man from an attempt of the kind ; but besides, it is one thing even to do well by an isolated venture of goods, another to keep up a continuous supply and selection.

6. "We know that champagne and moselle can be laid down for Rs. 30 to Rs. 34."—I did not say that they *could not*, nor do I am willing to admit that they can, and shall be happy to supply you with two excellent brands at Rs. 36,—trusting that your generosity will not grudge my profit of 10 per cent. on my sales.

7. "Boots for which the former (Anglo-Indian tradesman) will charge Rs. 17, the latter (Borah) will sell for Rs. 11, per pair."—It is simply absurd to assert that the goods supplied by native shop-keepers are of equal average quality with those offered by the Anglo-Indian tradesman ; however I have bought boots from Newby in the Strand for 10 years past, at Rs. 11 per pair, up to about 3 or 4 years ago, when all leather rose considerably in price, since which time he has charged me Rs. 12 for the same boots, which a Bombay tradesman offers me at the *same price* ; although, despite the assertions of your (in)-experience, boots do deteriorate rapidly in India.

8. "Then take trousers." I have given Messrs. Bird of Regent Street Rs. 16 per pair, for 10 years past, for trousers which a Bombay tailor offers to me at Rs. 22 per pair. Shirts too of the quality sold at 78 shillings in London, are sold by a Bombay tradesman at 90 shillings per dozen.

9. "As, for example, cricket bats and racket bats." Again, Sir, you are most unhappy in your illustrations ; these two articles are particularly subject to deterioration (even on the way out) as every player knows.

10. "Our own belief is, that the policy of reduction, which our correspondent asserts has been in operation during the last few years (the public, we fear, has been somewhat tardy in detecting the process), &c., &c." I must remind your readers that the very fact that I am fighting for the truth has prevented my making a mere advertisement of my former, and of this, letter, by proof cited from my own price list : and I am pleased to be able to calm your fears by assurance that the public detection (appreciation ?) of the reduction of my rates has exceeded my utmost expectations.

11. You instance as articles "which might sail about the world for half a dozen years without deteriorating" ;—"a knife," which unused would rust into absolute unsaleability in a month ; "an Album," which either becomes covered with mildew or spots by keeping in Bombay, or cracked with the heat and spoiled with the dust of a mofussil station ; "a piece of music," the readies the consignee ; "a razor strop," admitted ; "a shaving brush," which requires considerable expenditure of camphor to prevent its absolute annihilation by moths ; "a coffee pot," subject to the same disadvantages as the knife ; "a claret jug," admitted ; "a whip," which by keeping, becomes hard, dry, inelastic, and of which a single stray rat will damage irretrievably, perhaps one half of a stock in a few hours ; "a walking stick," which warps, curls, and splits, (I have had 11 out of 12 split into hundreds of pieces in a single night) ; "a dog collar," which if of leather is subject to the same deterioration as boots and albums, if of steel to rust, if of any other metal to a blackening, the cleaning off of which, however carefully done (and a European's time cannot be spent upon it) is so rough as at once to disclose its being an old article "furbished up" ; and "a pack of cards," which one may sometimes keep for years without much demand, and sometimes sell completely out by a sudden call, which will leave you to lose your customers by repeated replies of "none left" for months. You cite these, moreover, as instances of the non-preservation of the excess of annas three over the English retailer's shilling. I will not waste your time by a revision of the entire list, but take the two first items. I sell a pen-knife for the exact price, an album for 20 per cent. above the price, of a London house ; but it must be remembered that the class of stock which I offer will not be met with in Whitechapel or Shoreditch, at least unless those localities be much belied.

12. "Native dealers" sell at less than the English retail prices, "*sometimes certain* articles, *regularly a few*." In the former case the Borah's customer commonly profits by what no respectable regularly supplied importer *can* depend upon) certain auction sales of goods sent out by some unfortunate merchant on the verge of insolvency, and compelled to raise the wind somehow, which he does by consigning goods to a foreign market and drawing upon his correspondent for (perhaps a third or fourth of) their value, a process by which he may save, but probably further entangles, himself. In the second case, the Borah is but on a level with his Anglo-Indian brethren, who can sell a bottle of pickles, a box of cheroots, or a bottle of eau-de-cologne, at respectively one-sixth under, an equal rate to, and one-fifth under, the prices charged in England.

In my former letter I omitted to draw your attention to the fact that, on this side of India at least, the Anglo-Indian tradesman suffers severe loss from the high rate of exchange which he sometimes has to pay for drafts on London : I have known 8 and 10 per cent paid. Add to this 30 per cent (the average rate in my business is over 30) of expenses, and interest on money paid for goods which will reach the tradesman, at intervals of from 3 to 6 months after his remittance, take the least period, and above 40 (!) per cent, a fine profit to the tradesman in England, is added to the cost of goods before they reach the consignee in India.

A BOMBAY TRADESMAN.

THE NEW DHARWAR COTTON CROP.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Under the above heading an article appeared in the *Times of India* of 1st April, which is worth some notice as an illustration of what lengths some will go to bolster up a rotten system. The article in question commences thus :—

"In the cotton circular issued by the Carwar Company (Limited,) on the 19th ultimo, we observe a very encouraging, and, we believe, reliable estimate of the prospects of the new Dharwar cotton crop. The crops and staple have steadily improved during the past two or three years, and this season a marked improvement is observed over even last year's produce. The colour continues good, the fibre becomes longer and stronger, there is little leaf and comparatively little cheep."

Now, any one reading this would suppose it was really the Carwar Company's opinion, as expressed in their circular of the date referred to, and any lingering doubt as to such being the case would be dispelled on reading the next clause, beginning—"it is true that when this very favourable opinion was expressed only the first pickings had reached the coast," &c. But did the Carwar Company really commit itself to assertions so contrary to all known facts, as that for two or three years past the cotton of this district "has steadily improved" and that the fibre becomes year by year "longer and stronger." Let us see. This is what the Carwar Company's circular, which the *Times of India* refers to, really says—"We are glad to observe a marked improvement over the crops of the past three or four years. The colour is good, the fibre is longer and stronger, there is little leaf and comparatively little cheep."

A rather different version of the crop this, I take it, to that given by the *Times of India* as the Carwar Company's version. And very far indeed have this Company been from reporting "steady improvement" and "increasing length and strength of fibre during past years," for their opinion is that last year's crop was worse than 1867, 1867 worse than 1866, and 1866 a falling off from 1865, in which year we really had good cotton. It matters little, however, to the Carwar Company how their reports may be misrepresented, but the comparison between what the writer in the *Times of India* said they did say, and what they really said, was worth while going into, as it gives us a measure whereby to estimate the amount of reliance that can be placed on his own assertions which, among others, are—

"That it is village blacksmiths and nalbunds which ruin the staple of sawginned Dharwar cotton by imparting knife like edges to the gin saws. That the section, tacked on to the new Cotton Frauds Bill, (making it penal for men not authorized by the Government Gin Factory to repair gins) is intended to prevent these men meddling with gins."

To begin with the saw filing. It is just simply untrue that (as the writer implies) village blacksmiths and nalbunds are the cause of our staple being cut. Since reading the article under notice, I have been making enquiries amongst gin owners on the point, and I cannot learn of a single instance where a village blacksmith, let alone a nalbund, had been called in to repair a gin, and what is more, gin owners would not entrust them with their machines. The fact is gin repairs are done here either by the Government Factory or by men now in business on their own account (and thus of course working in opposition to the Government Factory), who have at some time or other been employed at the Government Factory and there learnt their business. They file saw teeth certainly, but then so do the men now working for the Government Factory, and I could point to two instances within the present month where I have seen factory workmen filing away at saws.

There may, of course, have been instances where village blacksmiths have been allowed to repair gins. But the cases must be so rare that the idea of Government making a law to prevent their doing so in future is perfectly absurd.

The writer in the *Times of India* does not make the statement in so many words,—that all long-stapled sawginned Dharwar has been ginned by machines kept in order at the Government Factories, and all short cut up stuff is the produce of gins repaired by men working in opposition to the Factory ; but what he says implies this—and the experience of those having to do with cotton here is dead against any such supposition. And before the Government Factory has any ground for asking for such clauses as the one in question, it ought, in all conscience, clearly to prove that cotton worked through gins under its care is very far superior to that turned out of gins not under its care. And, until this is done, people may be excused for coming to the conclusion that the proposed clause is levelled at the gin repairers now working on their own account, and consequently competing with the Factory.

That clause, once law, these men would be compelled to take service with the Factory again. I am of course aware that the Factory is to be empowered to grant licenses to properly qualified men ; but who is to be the judge of the qualifications of these men ? The Factory against which they would be working if allowed to work !

Anything more grossly unfair to these men it would be impossible to imagine.

Dr. Forbes may not like to have his pet scheme of distributing gins called in question ; but the fact is that all the faults for which s

a lever, the handle of which was managed by the rider. Bestriding the bar, with his two feet just touching the ground, he made very comical steps or starts forward, and compelled his horse to go with him because he was sitting on it. The curve which the foot of the rider described in each complete stride was a peculiar one—the mathematics of which would perchance have puzzled him to solve. Many varieties of form were tried, to determine whether the bar should be nearly straight, or follow a serpentine up-and-down curvature; whether the two wheels should be equal or unequal in diameter; whether the saddle pad should be midway between them, or nearer to one than the other; whether the pad should be on the bar, or on the spring above the bar; and whether the lever for steering the front wheel should be nearly vertical or much inclined. Sometimes a triumph of genius was produced, with two pads on a long pole, one behind the other, offering facilities for two men to straddle along, bestriding one steed. One very odd invention was a sort of skating hobbyhorse, there being a long skate instead of wheels, for travelling (and perhaps pirouetting) on the ice. In another (invented nearly forty years ago) there were three skates, one under the front end, and two under the rear. For this mode of locomotion the boots of the rider had a roughened iron plate fastened on the bottom, to increase the grip on the ice. Five-and-thirty years ago, a sailor one day astonished the good people of York by making his entry into that city on a velocipede of singular construction. It had two wheels side, by side, about two feet apart, instead of one behind the other; they were six feet in diameter, instead of two and a half or three feet; and the rider, instead of bestriding a bar, was encircled with a ring or hoop that clasped him pretty closely, and held up by two supports under the arms in the form of crutches. In effect, he certainly walked or ran on the ground, but his wheels of large radius gave a high velocity to his progress.

The velocipedes, however, in which the rider's feet do not touch the ground, are those to which the largest amount of inventive ingenuity has been applied. Three wheels, one in front and two behind; four-wheelers for one person, and four-wheelers for two; seats for two companions side by side; seats for two companions one behind the other—all were tried years ago in very varied forms. In some cases the two hands of the rider worked the machine; he held two levers connected by cranks with the axis of the front wheel; and by pumping away with one lever after the other, he managed to get along somehow—provided he didn't tumble off. More frequently, however, the legs and feet did the work. Each foot pressed on a pedal or treadle connected by a crank with the axis of the front wheel; and as the crank-work was so adjusted that one pedal went forward when the the other went backward, a continuous action was maintained upon the wheel. We may be quite sure that the inventors did not fail to devise Latin and Greek names for the products of their ingenuity. *Pedometer, pedomotive carriage, manumotive carriage, allopode*, are four only among the many terms which were in use before most of our present velocipedestrians were born; *velocipede* and *celerifere* being merely two others of the number. One bright genius invented a *millepede*, having feet instead of wheels; he adapted the kind of foot to the kind of ground it travelled upon, such as a cloven foot and a horse's hoof; and he also employed stilts and crutches instead of wheels—but we rather suspect that his inventions never went beyond paper. Another invention was something like a Bath chair with a long guiding-pole attached. Some of the vehicles had a large screw working into cog-wheels, and set in motion by the rider turning a handle. In one form, the hands worked two cranks to move the machine, while the feet pressing on a lever guided or steered it. One daring inventor planned a velocipede large enough to hold twelve persons—but it may be doubted that he ever constructed it.

Thus we see that velocipedes are anything but novelties. Whether the Americans or the French gave the start to the late re-introduction is not quite certain, but New York and Paris are evidently the head-quarters. All sorts of unbelievable things are said concerning the numbers sold and the prices paid; and many believable—for when ladies and millionaires patronise a novelty, up goes the price at once.

The bi-cycle, or two-wheeled velocipede, now the rage in France, is constructed mostly of iron, well-forged. Besides the two pedals or treadles, there is a break which stops the machine very quickly. When the rider has acquired skill in his art, and the velocipede is going on at a smart pace, he can rest his legs by stretching them on forked branches in front, his body being still balanced to maintain the perpendicular. So far as the principle of action is concerned, the front wheel may be either larger or smaller than the hinder, or the two may be of equal size; but in the majority of cases the larger wheel is in front. Sometimes the feet rest on pedals instead of pedals. Learning to ride these vehicles is certainly a difficult affair, seeing that the only parts that rest on the ground are the edges of two narrow wheels. The slightest deviation from perpendicularity will give the velocipede a tendency to turnover sideways; and then it depends upon the rider to give a turn to his steering wheel, or to sway his body a little, just in time. Slow motion is more difficult than quick, insomuch that some of the races are planned on the rule that the laggard shall win. Many a tumble must be endured before this art of hobby-horsing can be acquired.

The tri-cycle, the ladies' velocipede, has various arrangements tending to give gracefulness to the movements of the rider. Having three wheels, it is easier and safer than the bi-cycle, but not so rapid and therefore not so much in favour with men. The saddle or seat is comfortable in size and position. The forewheel is much smaller in diameter than the two hind wheels; it acts as the guide or steering wheel, as well as one

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ough much more
unicular" (as the Americans would term it)
than we are accustomed to see in the streets. Some of
the ladies' tri-cycles are twenty guineas or more each,
and are provided with a subordinate supply of lantern,
valise or small portmanteau, lubricating oil, cover,
odometer for distance-reckoning, &c.

The irresistible tendency to challenges in speed has led to velocipede races, just as certainly as to horse races and boat races. Paris, we are told, is all alive in this way. In the Bois de Boulogne, and on the suburban roads near the capital, such races are conducted under all sorts of conditions. As a skilful velocipedestrian can do his twelve or fourteen miles an hour, and can continue this for four or five hours at a stretch, there is certainly a potentiality of contest-ing a rather formidable nature. In one instance, two Frenchmen challenged each other to do the greatest amount of distance in twenty-four hours; one accomplished eighty-seven miles and then yielded, the other spun along until he had accomplished a hundred and twenty-three miles. On another occasion a party of nine persons went from Rouen to Paris between an eight-o'clock breakfast and a seven-o'clock dinner, the distance being eighty-five miles. Very recently in England (for the fit, be it observed, is coming upon us also) three velocipedestrians went from London to Brighton at the rate of eight miles an hour—a part of the way at nearly double that rate. At Liverpool there is a velocipede race club, the members for which competed on a recent occasion for a silver cup; the winner accomplished eight miles in forty-four minutes—he only "knocked down one boy."

Many useful appliances of the velocipede have been suggested—such as to save the overworked legs of the rural postmen; to carry reconnoitring outposts in the van of an army; to assemble life-boatmen quickly at their place of rendezvous; to accommodate country doctors and country parsons in their round of visits among widely scattered villages. Indeed, utility was more held in view than mere amusement by the early inventors; for one of them, M. Drouze, succeeded in inducing the French Government to mount a certain number of rural postmen upon velocipedes; but an accumulation of ice and snow put a spot to the enterprise, which had not vatality enough to revive. Our city men have recently been reminded, that as the suburban fares on the three naughty southern railways have been raised, it might be worth considering whether the velocipede could be appealed to. We only beg respectively to point out that the rider would have to carry his horse some miles before the road would be clear enough for the horse to carry his rider. There must be tolerably *clear* roads, *smooth* roads, and *level* roads to give fair play to the system—a combination by no means often to be met with.

Among many newspaper jottings from America, we find a sort of challenge to make a good rhyme for the word velocipede. Perhaps it was regarded as a poser, like the word Timbuctoo, submitted to Mr. De Morgan, with similar intent. But as the mathematician was not to be baffled by such a problem, so neither were the quaint rhymesters over the water. One response to the challenge ran thus:—

There was a man on a velocipede,
Who said, I need not give my hoss a feed:
Without oats or hay
He will go all day
It's a cheap thing to keep a velocipede.

A more ambitious attempt was the following:—

'tis a loss, indeed,
To give one's hoss a feed,
And I can boss a steed
Of such a saucy breed,
Then sure the hoss I need
Is the velocipede.

The Americans have a right to be lively on this subject; for they have recently taken out more than a hundred patents for velocipedes, and have established *Velocimasiums* or schools for this kind of equitation.

Yes, and we have *our* velocipede-schools, also. There are many in the metropolies, in which the art is taught in a systematic way. One of the daily newspapers has thus described the initiatory lessons: "A stalwart attendant walks with the pupil round the riding-house or room, holding him on his velocipede by keeping on arm firmly round his waist. The sitter keeps his head down and his knees in, as if he were attempting to master a particularly vicious and unmanageable young horse. His eyes are firmly fixed upon the wheels beneath him, his shoulders are up, his teeth are clenched, his hat is pressed resolutely over his eyes, and his entire demeanour is that of a man who sees his work out out for him, and who means to master it. At first his feet are allowed to hang uselessly down, while the attendant propels the velocipede by pushing it with his disengaged hand. The rider is directed to keep his attention to the handle, to balance himself by it, and to be careful at the turns. After a little time the novice is told to use his feet, and he then turns the wheels slowly for himself, being still held on by the attendant instructor. There are no fastenings for the foot, simply a rest, which projects out from the axles; and whenever the handle is mismanaged, and the centre of gravity lost, the rider comes to the ground on his feet, and so stands up in a very comical way."

There is one bit of compliment which the champions of the new order of locomotion may fairly boast of. They have had a great man among them—no other than the illustrious Faraday. In the brief memoir of the eminent chemist, prepared at the request of the Royal Society, this passage occurs in a diary kept by his brother-in-law: "After dinner we nearly always had our games just like boys—sometimes at ball, or with horse chestnuts instead of marbles. Faraday appeared to enjoy them as much as I did, and generally excelling us all. Sometimes we rode round the theatre (of the Royal Institutions in Albemarle Street) on a velocipede; and tradition remains that in the earliest part of a summer morning, *Faraday has been seen going up Hampstead Hill on his velocipede.*"—Capital! A great philosopher in the full vigour of his manhood, (he was 38 in this year, 1833), and a member of a dozen scientific societies, riding his hobby-horse up Hampstead Hill! One feels a yearning "to be there to see," only that it is now too late! —*Once a Week.*

FROM THE ATLANTIC TO THE PACIFIC THROUGH BRITISH TERRITORY.

TOWARDS the end of last session one of those vast subjects was brought before the House of Commons to which, as being of no party or personal importance, it is so difficult to secure the attention of Parliament. The British colonies on the Pacific, valuable for their coal, their timber, and their important position as our only naval station on those waters, are becoming more and more isolated from us, and an object of ambition to the United States; they can only be secured by ready access and safe communication across the Rocky Mountains from Lake Superior; and on the occupation of those vast territories will depend their retention under the British crown. This intermediate region, from the 90th to about the 117th meridian, has been hitherto, as is well known, under the sway of the Hudson's Bay Company. It is a curious proof of our respect for prescriptive right that the private grant of a sovereign, such as Charles II., with no parliamentary sanction, should have been held good up to the present day not only over Rupert's Land proper, but over immense tracts of which it may be clearly proved the donor had never so much as heard.

It may be hoped, however, that this long agitated question is now to be set at rest, and that the Canadian Confederated Provinces may justly appreciate the position in which recent negociations have placed them. They are put in possession of a magnificent territory. In the world's history there is no instance of such a vast augmentation of a country as will have been accomplished by the votes of two such bodies as the Parliament of Canada and the Hudson's Bay Company under the authority of the Crown.

It will be seen whether the Canadian people are equal to the occasion. Their duty is an arduous one, and it demands high qualities worthily to fulfil. They must bury in oblivion all past misunderstandings with the Hudson's Bay Company, they must endeavour that their acquisition shall contribute not only to the wealth of individuals and the honour and power of "The Dominion" (as they fondly call it), but they must establish a Government capable of introducing law and order and imposing the restraints and blessings of morality and religion in countries where at present they are practically unknown. They must rule not only for the benefit of the Canadian British and American settlers, but for that of the Indian tribes who will be more or less dispossessed of their hunting grounds, and finally they must look forward to uniting the North Pacific Provinces to themselves by a new highway to the east, along which the products of Europe and Asia can be exchanged by the shortest possible route, and through territories which will bear a common allegiance to our Queen.

Between Lake Superior and the Rocky Mountains are millions of acres, a large portion of it land exceedingly rich for agricultural purposes and called the "Fertile Belt." This it is our interest to give at the lowest rate to emigrants from Ireland, Scotland, and England. It is a significant fact that the Irish in British North America are perfectly loyal. They enjoy every freedom which good government can insure, and if settled on the lands in question, would give us instead of hostile element in the United States, a loyal one in the New Dominion. The formation of only about 200 miles of road would render this country accessible through British territory during eight or nine months of every year. Nature indeed affords remarkable facilities for water communication across nearly the whole continent of North America, by means of St. Lawrence, Lake Ontario (which it is proposed to connect by a ship canal with Lake Huron), and thence to the western shores of Lake Superior. By this route the produce of the northwestern States of the Union, as well as that of the New Dominion, could be brought without trans-shipment to Liverpool. So important is this communication considered in the United States that half the capital required for the Ontario and Huron canal is subscribed by American citizens. This carries us half way to the Rocky Mountains—the work of cutting a road to the Lake of the Woods from Lake Superior has been actually begun. From there it passes by Lake Winnipeg to the great River Saskatchewan, which stretches across the remaining portion of the territory to within 150 miles of the Rocky Mountains, and is navigable the whole way, with the exception of three different rapids and some shoals which could easily be removed. This rich, park-likecountry, comprising from 60,000 to 100,000 square miles of the finest soil, leads directly to the Leather Head Pass, which was crossed by Lord Milton and Dr. Cheadle, and is said to be the best in the whole range. The great rapid at the mouth of the river into Lake Winnipeg is not navigable by steamers, but the extreme flatness of the country affords every advantage for the formation of a road or railway.

The tendency of the States to absorb unsettled territory is showing itself by raids on this intermediate country. The Great American Desert extends from Texas northward to about the 49th or 50th parallel, to the north of which are the fertile regions watered by the Red River, the Assiniboine, and the Saskatchewan. Our ignorance concerning these countries has cost us the l[illegible] and valuable territory at different times, particularly when [illegible] was laid down by the Ashburton treaty. After this had been finally concluded the United States Government coolly produced the Franklin map, which showed that the British territory extended to the Columbia River, and replied to all remonstrances that if we did not take the trouble to inform ourselves as to our own rights it was not for them to enlighten us. Brué's atlas, published at Paris half a century ago, marks the Columbia River as the boundary between the British possessions and those of the United States. That which is now Washington State is there laid down as British territory, and San Juan as an island in British waters. Alaska, the coast north of Fort Simpson, discovered and named by Captain Cook, ought never to have passed into the hands of the Russians. It was however not valued by our Government, while the Hudson's Bay Company apparently preferred that the sea board of their vast regions should not be in the hands of enterprising English settlers and colonists. The sale of Alaska to the United States will place the inhabitants of British Columbia between two portions of American territory, and suggest the facility with which they might be absorbed, and their allegiance forcibly or willingly transferred from Great Britain. There is much discontent in British Columbia and Vancouver. These distant possessions of the British crown feel themselves neglected, but they are as yet loyal; they wish to be united with the Red River settlement and Canada, and to form an integral portion of British North America. The magnificent harbour of Esquimault, having in its neighbourhood the coal of Nanaimo, and the unequalled timber of Columbia, is formed to become the great seaport of the land communication across the continent, and the starting point for steamers trading to China and Japan; whereas if absorbed by the States it would be sacrificed to the growing importance of San Francisco. British Columbia is rich in mineral wealth, but it requires land for agricultural purposes, which would be found to any extent in the fertile belt of the Saskatchewan. . . .

The Americans are keenly alive to the value of this territory, and are making every effort to colonise it; a commissioner sent by the State of Minnesota to ascertain the real nature of the district says, very significantly, "it is a country worth fighting for."

The Indians, however, are extremely hostile to them. The difference between "King George's men" and "Boston men" has hitherto been maintained very much to our advantage; the conduct of the Americans towards them has been both unjust and cruel, and in the words of a journalist in a Canadian newspaper, "the Sioux, Saltees, Crees, Blackfeet, and Stonies beat and plunder them wherever they can. No American is safe with them, and they always recognise them."

But it should be remembered that if the Hudson's Bay Company and the Indians have always been on extremely good terms, they have hitherto had the same interest, viz. that the country should remain unsettled, a hunting ground for the Indians, and a resort of fur-bearing animals for the trappers of the company. Their traders and servants brought the few products of civilisation which the natives require within their reach, and received in barter all which they had to exchange. A settled population would destroy the wild animals, and would not buy from the Indians the only things which they are able to supply. Colonists will, therefore, encounter much opposition from the wild tribes which frequent those regions, and the difficulties might be so serious as to deter settlers, if the country is left much longer without responsible rulers.

It is, moreover, our duty to afford protection to the natives themselves, who have hitherto been treated with much consideration by the Hudson's Bay Company, and have been kept to a great degree from the curse of ardent spirits; they are only too liable to be oppressed by squatters from both Canada and the States. It is our interest as much as our duty, if possible, to civilise and try to Christianise those whom we are depriving of their means of subsistence. The chances of reducing savage populations to a settled life seem everywhere to be extremely small, but we ought, at least, to do our best towards this object, and one authority on the spot says: "It is absurd to say that the Indians cannot be civilised; they farm well enough at Red River. Give them the implements and the seeds, set an overseer over them, and keep away the curse of rum, and there will be no difficulty."

A settlement of Indians on Lake Superior is also mentioned as very successful.

The climate appears to be excellent. A Canadian winter is looked forward to by the inhabitants as a time of increased enjoyment: "instead of rain, snow, sleet, with broken roads,—clear skies, and a fine bracing atmosphere, and roads made smooth by snow." . . .

From Lake Superior there appears to be unbroken navigation westwards by several beautiful little lakes—the "Rainy Lake," with its "rocky shores, and five hundred islands, mainly composed of pale red granite, green stone, and slate, very picturesque. This lake freezes over about the 1st of December; here is a population of 1,500 Indians." Thence the route passes over a part of Rainy River, "very winding, sometimes a quarter of a mile wide, through a fertile alluvial country, studded with maple, birch, poplar, and oak, with at least 2,600 acres of rich soil, to the "Lake of the Woods." Here the Indians grow large quantities of maize, and wild rice, forming their chief sustenance, grows in the greatest abundance in the district.' The Red River settlement extends from near Lake Winnipeg to the Assiniboine. The land has been called a "paradise of fertility," and many farms have been cultivated for forty years without any apparent falling off. As to climate, maize never fails to ripen; melons grow with the utmost luxuriance in the open air, and ripen in August.

The American Government is fully alive to the value of this country. In 1866 a Bill was introduced into Congress for obtaining the cession of the Hudson's Bay territory and for organising it into states. The New York Chamber of Commerce reported that "the basin of Lake Winnipeg contained a soil of remarkable fertility, sufficient in extent for eight or nine first class American states, and probably affording the best route to the Pacific." The Legislature of California has kindly "voted the annexation of British Columbia and Vancouver Island." The result of all these covetous tendencies has been the introduction into the United States Senate in December 1867 of a resolution as to "the expediency of a commercial treaty with Canada on the basis of an equal tariff, only on *condition that all the country west of the 90th degree of longitude should be ceded*, the United States to pay six millions of dollars to the Hudson's Bay Company and to assume the debt of British Columbia."

The American people evidently look forward to the possession of the whole northern continent, to which this is a step. The Pacific colonies are neither satisfied nor prosperous; the Red River settlers will soon lose such protection as the Hudson's Bay Company can give them, while hitherto they have not obtained any other settled government.

Our desire must be to maintain the most friendly relations with the United States: not only does the welfare of both countries greatly depend on it, but also, it may be affirmed, in a high degree the promotion of every good and great object—practical, moral, and social object—throughout the world. These relations, however, can only be secured by a clear understanding with them, that as we do not seek to obtain their territory, we cannot permit them to take ours. There are portions of their country which would be extremely desirable to Canada, but at no time have we entertained any thought of endeavouring to possess ourselves of them. We must, however, adopt all measures necessary to maintain our sovereign rights on our own territory, and then the presence of American citizens who may settle there with a full understanding of these, will add to the welfare of the country, instead of leading to disagreement and complicated questions of supremacy.

There are two U. S. lines of rail-road projected to cross the continent, one from New York to San Francisco, and the North Pacific line, which is to connect the Mississipi with the Columbia River. This last has been completed to beyond St. Paul, in Minnesota; as far as this point, therefore, the Canadian route would have to compete with one which is already open. With regard, however, to the remaining portion, the British territory offers very superior advantages.

Unlike the barren wilderness of the American desert, inhabited by fierce and hostile Indians, this line would pass through some of the most fertile and beautiful regions in the world, extending from the Lake of the Woods to the foot of the Rockey Mountains. From Ottawa to the Pacific is 2,820 miles, the greater portion of the route through which would consist of water communication of the very first order, only requiring a few connecting links to make it available.

Our North Pacific colonies have passed through a difficult period of depression, from which they are now gradually recovering; if they can see their way to a union with Canada and Red River, and to becoming the outlet for the trade of that vast continent, we may be sure that they will not desire to give up their allegiance to us. Whatever may be the opinion ultimately arrived at by England as to the preservation of her colonies (which I, for one, consider to be of the first importance to her position, power, and usefulness in the world), the magnificent dominion which we have inherited from our ancestors must not be allowed to slip out of our hands from mere supineness and ignorance of its value. The possible antagonism of the United States, in many matters political and social, renders the friendship and prosperity of this great new Northern confederation—whether as an independent republic of States or under the British crown—doubly valuable to us; and if to this be added the consideration that the route may be availble for a large share of the carrying trade from Europe to Asia across America, it would be indeed treason to the interests and honour of the empire to leave this vast question to be settled—according to the threatening prophecy of the *Revue des Deux Mondes*—"by the adventurers of Minnesota and the malcontents of Red River."

HARRY VERNEY.

—*Fraser's Magazine.*

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35	31	32	32	33	36	37	37	37
45	39	40	41	42	42	43	44	45
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Adelphi Family Hotel, Byculla.

DEAR SIR,—It gives me great pleasure to add my testimony to the thousands you have already acquired from the best of Judges of the Profession to which you represent, for introducing glasses upon an improved principle, for the use of persons of impaired sight.

My good wife was suffering from this complaint, and the worst of it was she could not pronounce a single pair of spectacles to suit her eyes. She tried many, but after the use of them for a few moments they were rejected, as they instead of remedying the evil made it far more weak. Fortunately for me I formed your acquaintance and introduced you to Mrs. Sorabjee. The pair of spectacles you gave her have united her so comfortably, that since she has commenced wearing them she has become so much enamoured with them that she scarcely desires to put them aside for a single moment. I therefore without the least hesitation would proclaim to the sufferers from defective sight, &c., &c., "to apply at once to Mr. Menist, Optician, Adelphi Family Hotel, Byculla, if they are inclined to have their sight improved."

Wishing you every success in your profession in this strange land, Believe me to be, yours very faithfully,

SORABJEE JAMETJEE JEJEEBHOY.

Breach Candy Road, 22nd May, 1869.

From Thomas Barrett, Esq., M.D., and Surgeon to the Eye and Ear Infirmary.

Mr. Menist has shown me some spectacles arranged by him. The lenses appear to be constructed on very scientific principles, and I can recommend Mr. Menist, from his great experience, of persons requiring assistance in selecting glasses.

THOMAS BARRETT, Esq., M.D.,
Surgeon to the Eye and Ear Infirmary.

St. James's Square, Bath, February 24, 1864.

From Frederick Mason, Esq., Surgeon to the Bath Infirmary for the cure of Diseases of the Eye.

Mr. Menist has called upon me and explained the merits of his glasses. They appear to be constructed upon proper principles, and I can recommend him to those requiring the use of spectacles. Several of my friends with spectacles, who, from the testimonials they have given, appear well pleased.

29 Belmont, Bath, February 20, 1864. FREDERICK MASON.

From James Tunstall, Esq., M.D., M.R.C.P., 25 Brook Street, Bath, February 27, 1864.

Mr. Menist has supplied myself and patients with some new lenses, with which we are much pleased. I have been near sighted for 40 years, and find his glasses more comfortable than any I have ever worn, and I can confidently recommend their use to those who require the assistance of good glasses.

JAMES TUNSTALL, M.D., M.R.C.P.

From Charles Sylvester, Esq., M.D., 17 Kensington Place, Bath, February 25, 1864.

Having spectacles from Mr. Menist it gives me great pleasure in testifying to their goodness, and the improvement which is obtained by their use, and I can confidently recommend them.

CHARLES SYLVESTER, Esq., M.D.

From Vice-Admiral Thomas Gill, R.N., Grove Lodge, Bathwick, February 24, 1864.

I can with much safety testify to the superior quality of the spectacles I have purchased from Mr. Menist, Optician, and it is with much pleasure I would recommend him to any who require them.

THOMAS GILL, Vice-Admiral, R.N.

From Lieut.-Colonel John Hunt, 29, St. James's Square, Bath, February 23, 1864.

Mr. Menist has supplied me with glasses, and I beg to state that they have much benefitted my sight.

JOHN HUNT, Lieut.-Colonel.

To Mr. Menist, Optician, from Amsterdam.

From the late Lieut.-General G. E. Gowan, Royal Artillery, 7 Lansdown Crescent, Bath, February 26, 1864.

Mr. Menist has supplied me with spectacles which have given me much satisfaction, and I would strongly recommend those who require the assistance of glasses to apply to him.

G. E. GOWAN,
Lieut.-General, R. A.

From the Rev. William Hanks.

Mr. Menist, who is an Optician of much experience and ability, has supplied myself and some relatives with glasses, which are in every respect well adapted to ameliorate defects of vision, and therefore I cannot but recommend him to any one who has need of his assistance.

WILLIAM HANKS.

93 Sidney Place, Bath, February 23, 1864.

From John Chilbourn, Esq., 9 Cavendish Place, Bath, February 24, 1864.

SIR,—It is now about two years since I took your spectacles into use; from the first my sight was greatly relieved by them, and I feel that it has received much benefit from the use of them, and can with confidence recommend them.

I remain, Sir, yours obediently,

JOHN CHILBOURN.

From John Walter, Esq., Surgeon, Dover, St. Martins Place, July 23, 1863.

SIR,—Having received great comfort from the use of your glasses, and being much pleased with yourself in all my transactions with you, whether for myself or others, I have no hesitation in recommending you as an optician, from my own experience.

I am, Sir, yours obediently,

JOHN WALTER.

From Gustavus Gidley, Esq., M.D., Late of Sandgate, July 25, 1863.

Mr. Menist has supplied me with a pair of spectacles which have greatly improved my sight. GUSTAVUS GIDLEY.

From Henry Hutchings, Esq., House Surgeon to the Kent and Canterbury Hospital.

I hereby certify that I have had the opportunity of examining Mr. Menist's glasses, I believe them to be of a superior quality; and to persons suffering from long or short vision they are peculiarly adapted. Mr. Menist has also many of Travellers on the Continent and to Europe, Overland at 1 day's sight ..... at Is. 10 13/16d. ,,

HENRY HUTCHINGS, M. R. C. S., England, and L. S. A. London, House Surgeon to the Kent and Canterbury Hospital.

From John B. Gill, Esq., M.D., Dover, 5 St. Martin's Terrace, July 24, 1863.

I have great pleasure in recommending Mr. Menist to persons suffering under imperfect vision, as his lenses are polished on an improved principle, and, as I believe he possesses unusual talent for adapting lenses to peculiar cases. Several of my friends have derived great benefit from them. JOHN B. GILL, M.D.

From Lieut.-Colonel Kelly, 9 Sandgate Road, Folkestone, July 3, 1863.

Mr. Menist has supplied me with glasses for some time, and they have much benefitted my sight.

EDWARD KELLY, Lieut.-Colonel.

From James Parett, Esq., 6 Bartholomew Terrace, Buckland, Dover, September 12, 1863.

Having seen your improved lenses for impaired vision, I can speak of their great value, and recommend them to those who require them, as a most efficient article and worthy of notice. Mrs. Parett has tried them, and found them surprisingly beneficial to her sight.

I remain, Sir, yours respectfully,

JAMES PARETT.

From Edward Sibbett, Esq., Surgeon, Council House Street.

Mrs. Sibbett, having benefitted considerably from the use of Mr. Menist's spectacles, I feel much pleasure in recommending him to the notice of those who may require his assistance.

Dover, August 5, 1863. EDWARD SIBBETT, Surgeon.

From E. F. Astley, Esq., M.D., 29 Marine Parade, Dover, July 12, 1863.

SIR,—I do not use spectacles, I cannot speak practically as to the value of those you offer, but from the careful manner in which those you showed me are constructed, and from the strong recommendations sent me a few days before you called on me from a medical practitioner, of many years' standing in the town, I feel assured you can be of great assistance to those who suffer from the affliction of impairment of vision.—I am, Sir, yours, &c., E. F. ASTLEY, M.D.

From H. Coleman, Esq., Surgeon, Cambridge Terrace, Dover.

Mr. Menist has showed me several specimens of his glasses and eyes. I can recommend them to those who require the assistance of spectacles. HENRY COLEMAN.

From A. Duke, Esq., M.D., Dover.

Having used Mr. Menist's spectacles for some years, I have great pleasure in bearing testimony to the comfort and benefit I have derived from them. ALLEN DUKE, M.D.,
Egremont Lodge, St. John's Park, Blackheath.

From Edward Knocker, Esq., Registrar of the Cinque Ports, Hill, Dover.

Mr. Menist supplied me with glasses nearly two years since, I have found them very serviceable and beneficial; in fact the sight has improved since